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## PRINCIPAL CONTENTS.

Quicksilver Mining Co.....	294
Ohio and Baltimore Railroad.....	294
Delaware and Hudson Canal Co.....	294
Virginia State Debt.....	295
Eastern Railroad.....	295
The Life of Rails.....	295
Erie Railway.....	295
Philadelphia and Reading Railroad.....	296
Railroad Earnings.....	278
Imports of Dry Goods.....	299
Public Debt Statement.....	299
Federal and State Securities.....	301
Dividend and Interest Tables.....	300, 302
Railroad Share List.....	310
Stock Exchange and Money Market.....	317
Commerce of New York.....	320
Journal of Railroad Law.....	320
Gilbert Elevated Railroad.....	320

## American Railroad Journal.

New York, Saturday, March 8, 1873.

### Quicksilver Mining Company.

At the recent yearly meeting of the Quicksilver Mining Company the annual report was read, showing that the total product of the mine for the year ending December 31, 1872, amounted to 18,572 flasks, which was sold for \$937,886 gold. The net profits, including rents, amounted to \$451,759. The company has no floating debt; it has on hand \$460,000 in cash and \$115,000 worth of quicksilver and supplies. The quicksilver produced last year was sold under contract at \$31 per flask for the first three months, and at \$50 50 per flask during the remaining nine months. At the election for officers and directors the following board was chosen:—Daniel Drew, President; James S. Thayer, Vice-President; Eugene N. Robinson, Treasurer; David Mahany, Secretary; James H. Banker, A. B. Baylis, E. D. Stanton Eugene Kelly, Edwin Hoyt, George G. Pride, Ludlow Patten, James D. Smith.

The Directors of the Athol and Enfield Railroad Company have accepted the act recently passed changing the name of the road to the Springfield, Athol and Northeastern road. The capital stock was increased to \$850,000.

## TO INVESTORS.

To those who wish to REINVEST COUPONS or DIVIDENDS, and those who wish to INCREASE THEIR INCOME from means already invested in other less profitable securities, we recommend the Seven-thirty Gold Bonds of the Northern Pacific Railroad Company as well secured and unusually productive.

The bonds are always convertible at Ten per cent. premium (1.10) into the Company's Lands at Market Prices. The rate of interest (seven and three-tenths per cent. gold) is equal now to about 8½ currency, yielding an income more than one-third greater than U. S. 5-20s. Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the postoffice address of the owner. All marketable stocks and bonds are received in exchange for Northern Pacifics ON MOST FAVORABLE TERMS.

JAY COOKE & CO.

New York, Philadelphia and Washington.

### Ohio and Baltimore Railroad.

The Ohio and Baltimore Short Line Railroad Company was organized at Washington, Pa., on the 17th ult., for the purpose of constructing, maintaining and operating a railroad from a point west of Clokeyville, Washington county, to some point at or near Dawson's Station, on the Pittsburgh and Connellsville Railroad. This road is to connect the Hempfield Railroad with the Connellsville Railroad and form part of the great through line of the Baltimore and Ohio Railroad Company to Chicago and the Northwest. Thus Washington will be thrown into direct communication with Chicago and the seaboard. C. M. Reed, of Washington, is President of the Company, and the following persons are directors: Thomas McKennan, W. W. Smith, Wm. Workman, S. B. Hays, all of Washington, and T. H. Garrett, Wm. Keyser and John K. Cowen, of Baltimore.

The directors of the Connecticut Central Railroad Company have contracted with Willis Phelps & Co. of Springfield for building the road from East Hartford to the Massachusetts State line near Springfield—about 20 miles—for about \$25,000 per mile.

### Delaware and Hudson Canal Company.

To provide means for the completion of the line of railroad now under construction on the west shore of Lake Champlain and for other purposes connected with the extension of the business of the company, the board of managers of the Delaware and Hudson Canal Company have decided to issue the remaining fifty thousand shares of the capital stock, as authorized by the stockholders at the annual meeting held May 12, 1868. In making the formal announcement of this intention to the New York Stock Exchange on the 1st inst., the following details were given:

There will be apportioned to every person who shall be a stockholder on the 1st day of April next one share for every three then standing in the name of such person on the books of this company.

The stock will be issued at par, and must be paid in cash to the treasurer of this company in installments, as follows:

Twenty-five dollars per share on the 15th day of April next.

Twenty dollars per share on the 15th day of July.

Twenty dollars per share on the 15th day of October.

Twenty dollars per share on the 15th day of January, 1874; and

Fifteen dollars per share on the 15th day of July, 1874.

Interest will be allowed at the rate of 7 per cent per annum upon installments, and parties may take full paid stock and be allowed interest from date of payment to August 1st, and be thereafter entitled to a participation in dividends.

A failure to pay first installment will be regarded as a refusal on the part of the stockholders to avail of the privilege offered, and the non-payment of any subsequent installment will involve the forfeiture of the stock and of all that may have been previously paid on account thereof.

The transfer books of the company will be closed from the evening of March 31st to the morning of April 15th.

From the annual report of the directors of the Pewabic Mining Company it appears that the total product of the mine in the year 1872 was 522,861 lbs. Ingot Copper, the company's share of which was 74,936 lbs., to which add 15,800 lbs. as their share from the Concord mine and we have a total of 90,736 lbs. The receipts of the year were \$62,138 11; cash in bank or loans Jan. 1, 1873, \$12,613 94.

**The Virginia State Debt.**

The bill for the purpose of providing for the payment of the interest on the Virginia State debt, the main points of which have been heretofore published, will be more fully understood by the following conference and agreement between the legislative committee and bondholders, lately in convention at Richmond. The agreement submitted by the committee is, according to the report of the Whig, to provide by proper bill for the payment of interest due 1st January and 1st July, 1873, as follows: Pay at rate as follows: Four per centum per annum on funded debt; four per centum per annum on two-thirds unfunded debt; and at the same rate on five per cent. bonds. For each coupon redeemed to issue a certificate for one-third to the following effect: "Due by the State of Virginia to the bearer (one-third amount of coupon redeemed) without interest."

One of the bondholders desired to know if the legislative committee had any explanations to add to the propositions tendered. He would like to know what was to be done with the matured coupons, which were the chief difficulty in the way of an amicable adjustment.

The committee said that the proposition relates to and embraces only the interest for this year, (1873,) beginning 1st of January. And while they would be glad to provide for the past due coupons and for the whole unpaid interest, the proposition only offers to do what they think the State can now do and no more. The gentleman representing the bondholders added that it will be found that these coupons of 1872, which the proposition submitted does not provide for at all, will not only prove of great embarrassment to the State treasury of themselves, but the fact that they are unprovided for will disincline many bondholders to come into any arrangement which may be agreed upon here as to the interests of 1873.

The committee stated that this scheme, which merely embraces the interest of 1873, is an experiment which they can undertake with some prospect of success. They do not make any proposition as to the past, leaving that to take care of itself, and only seeking to reach an accommodation of the present. They could not undertake anything which may entail an increase of taxes, which view was finally agreed to by the bondholders present.

**Eastern Railroad.**

The directors respectfully submit to the stockholders their annual report for the year ending November 30th, 1872.

The Eastern Railroad Company's line of railroad as defined in their charter extends from Boston to the boundary line of the State of New Hampshire, a distance of forty-one and one-third miles; but this company operates, besides its main line, the Lawrence, Saugus, South Reading, Gloucester, Amesbury, Marblehead and Essex Branch Railroads in Massachusetts, the Eastern Railroad of New Hampshire and the Portsmouth, Great Falls and Conway, and Wolfboro Branch Railroads, in that State, and the Portsmouth, Saco and Portland Railroad in Maine, making in all two hundred and sixty-five miles of railroad, in the whole working and pecuniary results of which the stockholders of this road are directly interested. It seems proper therefore that in their statement of the business of the year the directors should include all these railroads and branches, but as this has not been heretofore the practice it deprives us for this year of a standard of comparison.

In considering this statement it is to be borne in mind that the Conway Road was not completed and opened until the third day of June, 1872, the Wolfboro Branch only on the nineteenth day of August, and the Essex Branch on the first day of July, 1872, so that we have not had a full year's business on these roads for this year.

Statement of the receipts and expenditures of the Eastern Railroad, its branches and the connecting railroads operated by it for the year ending November 30th, 1872.

Receipts from—	
Passengers.....	\$1,822,855 10
Freight.....	863,789 70
Expresses.....	65,875 31
Extra baggage.....	1,581 27
United States mail.....	24,936 40
Rentals.....	18,786 01
Miscellaneous.....	29,848 07

Total income.....\$2,827,641 86

Expenditures for—	
Fuel.....	\$331,811 98
Maintenance of way....	434,175 10
Locomotive power.....	315,233 80
Train expenses.....	435,462 55
Station expenses.....	286,090 47
Office expenses.....	108,445 41
Insurance and taxes....	93,526 97

2,004,746 23

Balance.....\$822,895 58

Deduct interest paid...\$354,593 93

Dividends on P.S. and P.

R. R. as per contract, 150,000 00

504,593 93

Balance.....\$318,301 65

Among the expenditures as stated above, there is included quite a large amount expended for labor in and about the construction of the double track and other extraordinary work, which, if it could be separated, would properly be charged to construction account. The cost of operating the roads including these expenditures has been 70 per cent of the gross receipts.

During the past year we have built a double track from Wenham to Ipswich, from Greenland to Portsmouth and from East Boston to Revere, making in all twelve and one-half miles of double track laid this year, and giving us thirty-three miles of double track between Boston and Portsmouth, and more than five miles at other points. We have also put in seven and one-half miles of sidings in addition to what we previously had; thus making twenty miles of new track laid within the year. In the construction of these tracks and in renewals and repairs we have laid this year on the Eastern Road and Branches 1,908 tons iron rails and 1,170 tons steel rails, and on our other roads 1,400 tons of iron rails. Of the fifty-six miles of our main line between Boston and Portsmouth, seventeen and one-half miles are now laid with steel rails.

New stations have been built at East Boston, at Somerville, Lynn and Greenland, and general repairs have been made at other stations on the road. The station at Lynn has been much improved by the enlargement of its grounds, and the building itself is believed to be a model of convenience, elegance and neatness. A new car house has also been built at Boston, a new water-house and tank at Lynn, the engine-house there enlarged, a new engine-house and turn table at Wenham, and the new engine-house and coal-sheds at Portsmouth have been finished; and we have also built a new blacksmith and road carpenter's shop at Salem.

The bridge over Chelsea Creek on the East Boston branch and the bridge and draw over the Squam River at Gloucester have been rebuilt; and fifty-two miles of new fence have also been built during the year.

The Essex Branch Railroad, running from Wenham to the town of Essex, a distance of a little more than five miles, and which cost \$115,000, has been purchased by this company, pursuant to the authority given by the Legislature, for \$85,000; and the Newburyport City Railroad has been leased to us for six per cent on \$100,000, a sum somewhat less than its actual cost. Both these roads promise well. We have also made an agreement for the lease of the Dover and Portsmouth Railroad, which is now in process of con-

struction, and which will doubtless be running in the course of this year.

Our equipment has been very largely increased during the year, we have added fifteen new locomotives, forty-five new passenger cars, eight baggage, mail and express cars, one hundred and thirty-three box freight cars, and seventy-five new platform cars.

The large number of passengers carried over our road rendering the acquisition of additional station accommodations in Boston an imperative necessity, and the Legislature last winter granted to us for this purpose a strip of land twenty nine feet in front on Causeway Street, the property of the Boston and Maine Railroad, and used by that company as a depot for bricks and for some other purposes, and the value of the property taken was to be determined by a commission appointed for that purpose. The forcible resistance of that corporation prevented our availing ourselves of this grant as soon as we contemplated, but legal measures were immediately taken to enforce our rights, and we have now obtained possession of the premises and plans are being prepared for our building at once. The want of freight accommodations in the city proper is a serious detriment to our business, and one which has occupied the attention of the officers during the past year. A satisfactory solution of this difficulty has not heretofore been possible, but is now hoped for.

At their last session, the Legislature of Massachusetts passed a statute requiring cheap trains to be run at morning and evening to and from Boston, upon the application of two hundred passengers. In response to petitions presented to us, and at the request of the railroad commissioners we have begun the experiment of running cheap morning and evening trains, though not in the mode provided in the statute. It is too early to speak with certainty as to these trains. It would not be just to pronounce them a failure, nor true to call them a success. Whether there is a real public demand for them, such as exists in Great Britain, remains to be proved.

In pursuance of the authority given by the stockholders at their last meeting the directors have issued bonds to the amount of fifteen hundred thousand dollars, one million in currency, at seven per cent interest, and five hundred thousand dollars in sterling bonds bearing six per cent interest. Substantially all the currency bonds have been sold. The sterling bonds are in the hands of Messrs. Baring Brothers & Co., under an agreement with them. The directors recommend that the stockholders authorize them to issue additional bonds to the amount allowed by law.

The Portsmouth, Great Falls and Conway Railroad has issued its bonds to this road to repay the sums advanced by us towards its construction; and these bonds we are negotiating.

The damages caused by the disastrous accident at Revere have been substantially settled. Only one case was tried before a jury, and one was heard by referees. The liability of the company could not be questioned, and as most of the injuries were accompanied by serious disfigurements, it was impossible to adjust them by the payment of any moderate sums. The total cost of this accident thus far has been \$434,784 88. The directors have thought that this amount should not be charged at once to the expenses of this year, but that it should be, in part at least, funded and paid of gradually.

On the 22nd of October, 1872, there was a collision between the night Pullman train from Bangor and a freight train, at Seabrook, caused by the misplacing of a switch. Two persons were killed, and about twenty injured, most of them slightly. Two coroners' inquests, one at Portsmouth, and one at Newburyport, have found this company not responsible, or in any way to blame for this accident, and the directors do not question the correctness of these verdicts.

The value of the Miller platform was confirmed by an inspection of the effect of this collision on the cars constructed in this mode; and the directors are happy to say that substantially the whole pas-



senger equipment of the road is now supplied with this, and with the Westinghouse brake; we have also very largely increased our telegraphing facilities and the use of the telegraph in operating the road and in moving trains, and have introduced as a safety appliance upon our double track road, Hall's Automatic Electric signals, by which the intervals between following trains is to be fixed by distance and not by time.

After the last annual meeting, the directors in view of the length of road and increasing business, thought it wisest and safest to obtain the services of some one of the largest skill and experience as general manager, who should have the control of the entire operating department of the railroad; and they were fortunate enough to secure the services of Mr. Charles F. Hatch, the general superintendent of the Lake Shore and Michigan Southern Railroad. This gentleman was most highly recommended to them by several experienced railroad managers; and in his position here he has given entire satisfaction to the directors, and is believed to have won the confidence and respect of the stockholders and of the public.

#### BALANCE SHEET, NOVEMBER 30, 1872.

Cost of railroad.....	\$7,089,220 36
Equipment.....	1,818,603 88
Property.....	2,558,996 23
Materials and supplies.....	301,230 34
Revered disaster.....	434,784 88
Balances.....	424,288 66
Cash.....	18,729 64

\$12,645,853 99

Capital stock.....	\$4,262,600 00
Bonds.....	3,874,400 00
Notes, 1873 to 1882.....	1,558,000 00
Temporary loan.....	1,580,100 00
Unclaimed dividends and interest.....	27,186 00
Bills audited.....	579,560 27
Balances.....	128,654 92
Surplus earnings.....	635,352 80

\$12,645,353 99

*President.*—THORNTON K. LOTHROP, Boston.

*Directors.*—Hon. Samuel Hooper, Franklin Haven, B. F. Stevens, Boston; John Wooldredge, Lynn; H. L. Williams, Salem; Hon. Ichabod Goodwin, Portsmouth, N. H.

*General Manager.*—CHARLES F. HATCH, Boston.

*Treasurer.*—JOHN B. PARKER, Boston.

*Auditor.*—JOHN COLGATE, Boston.

*Superintendent Eastern Railroad.*—J. PRESCOTT, Boston.

*Superintendent Portland Division.*—F. CHASE, Portland, Me.

*Superintendent Conway Division.*—A. A. PERKINS, Great Falls, N. H.

#### The Life of Rails.

It is hardly safe now to regard any estimate of iron rails. Not that iron rails cannot be made that will show good wearing results, but from the fact that, with very few exceptions, none are made. On the Boston and Albany Railroad some twelve thousand tons of iron rails were laid last year, and of this amount eight hundred tons have been removed as useless or unsafe. The managers of this road, in common with most others having roads of large traffic, have resolved to adopt the use of steel rails hereafter, and we learn that they have bought some nine thousand tons of steel rails in Europe, four thousand tons of which will arrive and be put on the track this season, and the balance during the next summer.

The duration of life of rails depends upon the quality of the iron of which they are made, and upon the amount and speed of the traffic passing over them. The rails first made in England were rolled from best No. 1 cold blast mine iron, run out in a fiery fire, puddled, shingled, rolled into bars, and were cut, piled, heated, and hammered into blooms, and these were reheated and rolled into rails. The result was a material such as is rarely

seen upon our railways at the present time. The old forty-five pounds reading rail bore an immense traffic for twenty years, and a like character of rail on the Boston and Providence Road lasted some thirty years, and many of these rails are now in use in the road, though not in exposed positions.

The iron at first used upon English roads in many cases withstood from fifteen to twenty years, of wear upon an enormous traffic. It was in 1849, upon the London and Northwestern Railway, that fifty trains a day for twenty years, or 313,000 trains, would wear out a seventy-pound rail. With the material now put into railway tracks, however, no such service is obtained. Under favorable conditions good iron will last eight years under an average traffic; but with the material commonly employed, from three to six years is all that can be counted upon for roads doing a good amount of work, and the life of the iron upon the great routes is in many cases less than this.

With regard to the life of steel rails, everything here again depends upon the quality of the metal. A pair of twenty one feet Bessemer steel rails, upon the London and Northwestern Railway, outlasted sixteen faces of iron rail, being evenly worn to a depth a little over a quarter of an inch; having in about three years sustained the traffic of upward of 9,600,000 engines and cars, or about 95,000,000 tons. This particular pair of rails were finally destroyed by a locomotive running off the track, the wheels striking the rails transversely, and badly bending and breaking them.

It is estimated that they would have endured at least one-half as much more tonnage but for the accident. So, too, upon the Philadelphia, Wilmington and Baltimore Railroad, a good steel rail has outlasted sixteen iron rails, the use of both being the same; and on many other roads of large traffic the same successful results have been achieved. Railway managers have to exercise more care and discrimination in the quality of the rails they purchase, whether made of iron or steel. In fact, there is a good amount of pretty miserable stuff sold for steel rails, as some of the managers of the New England roads know to their cost.—*London Railway Times.*

#### Erie Railway.

The great financial event of the week has been the prompt subscription to the \$10,000,000 seven per cent gold bonds of the Erie, issued at 82 per cent, and to which subscriptions had been invited, under instructions from the directors of the Erie by Messrs. Bischoffsheim and Goldschmidt. Confidence is proverbially a plant of slow growth, and it has required time to realise, by anticipation, the full effects which a radical reform in the administration of the line is calculated to exert upon its fortunes. With an indubitably able and influential directory, possessed of a programme as to future policy, which opinion, both here and New York has fully endorsed no conceivable impediment presents itself to interfere with the Erie becoming one of the most profitable lines on the American continent. New sources of traffic are being daily opened by the conciliatory and business like course adopted by the directors, who are intent on reinstating it in its true position as a great channel of commerce and trade. As announced by Messrs. Bischoffsheim and Goldschmidt, the proceeds of the issue of bonds they have so successfully negotiated will be devoted to doubling the track, narrowing the gauge, or placing a third rail on the present broad gauge, altering curves and grades, the erection of warehouses and elevators, the re-construction of stations, workshops, and engine-houses, the increase of rolling stock, and generally to the improvement of the property. Thus not only will the line be capacitated for the daily augmenting traffic, but, as is evident, the working expenses will be decreased. With this addition to the bonded debt of the company, the total is brought to \$40,000,000 dollars (\$8,000,000), involving an annual interest of but \$560,000. After providing this interest the surplus revenue will be available for dividends on

\$8,536,910 seven per cent preference shares, and on \$78,000,000 ordinary shares. The official statistics we published in last week's issue, showed that the total earnings of the line for the year ending December 31, 1872, amounted to £3,738,800, and that the earnings for the six months ending same date, and available for dividend on common stock, amounted to £285,800, which would have been still larger, but that the working expenses include \$4,000,000 (£800,000) for bridges, rails, and general construction, of which \$1,000,000 (£200,000) being for new works might have been properly carried to the surplus revenue. The fact that in six months a sufficient sum has been earned for a dividend of nearly two per cent on the common stock, whilst for dividend on the preference shares there is the full sum of \$597,000 (£119,400). The time has not yet arrived to experience the full advantages of the construction improvements carried out; to these additional value will be given by those to which the proceeds of the bonds so successfully negotiated will be applied. The directors are manifestly less concerned to realize immediately large dividends than to see that good dividends shall be permanently maintained in the future by the line being placed in a position for working the traffic—traffic which this new capital will serve to increase. By an alteration of gauge the Erie will be brought into unison with the great system of lines of the Union of which it is an essential artery. The expenditure is in other words an improvement of the property. Railway traffic never fails to respond to increased facilities, such as the more expeditious manner in which the largely accumulating trains are run over the road. The changing of the broad to the narrow gauge is a gigantic plan, but Mr. Peter H. Watson, soon after his assumption of office, declared that this change would secure to stockholders an ample dividend. It is not alone in the connections which the road will be enabled to make with other railroads that it will be benefited, but in actual reduction of cost of transportation and repairs. In looking to what has been done, and what is being done, the conviction is enforced that the Erie has reached a position of prosperity and credit. The preceding issue of \$30,000,000 consolidated seven per cent mortgage bonds of the company comprised the whole of its mortgages, thus covering its entire indebtedness and providing for the floating debt. The present bonds are evidently a sound security, and having regard to their issue price are calculated to become a highly popular investment, increasing in value accordingly. It must be remembered that the traffic returns presented are satisfactory, and it appears a certainty that, under the new management, these will advance in an ever increasing ratio. It is unnecessary to point out in this connection the immense development taking place in the trade of the United States, which tells directly upon railway traffic, and of which the Erie must obtain its full share.—*Herald Feb. 15.*

The officers and directors of the Paducah and Memphis Railroad Company, recently elected, are: President, Ex. Norton; Vice President, L. S. Trimble; Directors, John Overton, Jr., A. T. Lacey, H. S. McComb, J. S. Rogers, Horace E. Garth, D. M. Henning, Jas. Elder; Treasurer, John L. Norton; Secretary, N. Monsarrat.

The Romney (W. Va.) Intelligencer states upon "information considered reliable and accurate," that the South Branch Railway will be put under contract to Romney at once, and that "the interest of the Baltimore and Ohio Railroad," in the enterprise affords sufficient assurance of the prompt and substantial completion of the work.

Mr. A. N. Chrystie, Vice President of the Ohio and Mississippi Railroad, has received the appointment of General Manager, in addition to his present office.

## Philadelphia and Reading Railroad.

We gave in our issue of Jan. 25, an abstract of the "Transportation and Income Account" of this company for the fiscal year ending November 30, 1872, together with the Report of the Managers. Below will be found several important tables referring to the years 1871 and 1872, including the "General Account." We also append a statement of the Cost, Earnings, Dividends, etc., etc., since the completion of the road in 1842-'43:

	1871.	1872.	1871.	1872.	1871.	1872.
	Miles of Track.	M. of Sidings.			Total.	
Philadelphia & Reading R. R.	106.8	196.8	140.0	143.0	336.8	339.8
Northern Liberties and Penn. T.	2.8	2.8	0.8	0.8	3.6	3.6
Port Kennedy Branch	1.2	1.2	0.4	0.4	1.6	1.6
Lebanon Valley Branch	94.4	94.4	18.0	18.9	112.4	113.3
Lebanon and Tremont Branch	42.2	42.2	23.9	24.0	66.1	66.2
Schuylkill and Susq. Branch	53.4	53.4	9.1	9.3	62.5	62.7
Mount Carbon Branch	8.5	8.5	6.8	7.1	15.3	15.6
Mahanoy and Shamokin Br.	75.4	75.4	64.6	66.9	140.0	142.2
<b>Total roads owned</b>	<b>474.7</b>	<b>474.7</b>	<b>263.6</b>	<b>270.4</b>	<b>738.3</b>	<b>745.1</b>
Chester Valley Railroad	21.5	21.5	2.3	2.3	23.8	23.8
Perkiomen Railroad	18.4	18.4	2.3	2.8	20.7	21.2
Colebrookdale Railroad	12.8	12.8	1.5	1.7	14.3	14.5
Pickering Valley Railroad	11.3	11.3	0.4	0.4	11.7	11.7
East Pennsylvania Railroad	36.0	36.0	15.0	15.5	51.0	51.5
Allentown Railroad	4.5	4.5	0.3	0.3	4.8	4.8
Little Schuylkill Railroad	28.2	28.2	25.5	25.5	53.7	53.7
Mine Hill Railroad	74.6	74.6	60.2	63.2	134.8	137.8
Mt. Carbon & Pt. Carbon R.R.	5.0	5.0	9.6	9.8	14.6	14.8
Mill Creek Railroad	7.6	7.6	18.0	18.1	25.6	25.7
Schuylkill Valley Railroad	16.3	16.3	17.8	16.1	34.1	32.4
East Mahanoy Railroad	10.7	10.7	3.6	3.7	14.3	14.4
Phila., Germ. and Nor. R. R.	53.9	53.9	12.2	13.7	66.1	67.6
Catawissa & Williamsport R.R.	92.6	92.6	.....	13.5	.....	106.1
<b>Total roads leased</b>	<b>300.8</b>	<b>393.4</b>	<b>168.7</b>	<b>186.6</b>	<b>469.5</b>	<b>580.0</b>
West Reading Railroad	1.9	1.9	1.0	1.8	2.9	3.7
Reading and Columbia R. R.	39.5	39.5	12.7	13.6	52.2	53.1
Lebanon Branch Reading and Columbia Railroad	3.4	3.4	.....	.....	3.4	3.4
<b>Total roads controlled</b>	<b>44.8</b>	<b>44.8</b>	<b>13.7</b>	<b>15.4</b>	<b>58.5</b>	<b>60.2</b>
<b>Total miles of iron</b>	<b>820.3</b>	<b>912.9</b>	<b>446.0</b>	<b>472.4</b>	<b>1,266.3</b>	<b>1,385.3</b>
<b>Total previous year</b>	<b>758.1</b>	<b>820.3</b>	<b>409.9</b>	<b>446.0</b>	<b>1,168.0</b>	<b>1,266.3</b>
<b>Increase</b>	<b>62.2</b>	<b>92.6</b>	<b>36.1</b>	<b>26.4</b>	<b>98.3</b>	<b>119.0</b>

At the commencement of the fiscal year 1871-'72 the company had 348 locomotives, and at its close 377—an increase of 34. The number of cars at the close of each fiscal year was as follows:

	1871.	1872.	1871.	1872.
	No. of Car.		Equiv. 4 wheel.	
Coal cars	13,623	14,556	19,589	21,544
Freight cars—16 wheel platform gun cars	1	1	4	4
" 8 wheel house cars	676	901	1,352	1,802
" cattle cars	89	114	178	228
" platform	891	1,630	1,782	3,260
" lime	71	143	142	286
" 4 wheel house	77	82	77	82
" platform	31	31	31	31
" sand and ore	6	26	6	26
" lime	304	309	304	309
<b>Total freight cars</b>	<b>2,146</b>	<b>3,237</b>	<b>3,876</b>	<b>6,028</b>
Passenger cars—8 wheel	181	201	363	403
Baggage	38	42	76	84
Mail and express cars—8 wheel	9	11	18	22
<b>Total passenger cars</b>	<b>228</b>	<b>254</b>	<b>457</b>	<b>509</b>

In addition to the above there are used in the management of the road:

In the Transportation Department:	1871.	1872.	1871.	1872.
8 wheel house cars, wreck trains	7	10	14	20
" platform cars, with cranes	11	16	22	32
" crate cars, for sawed wood	2	2	4	4
4 wheel house cars wreck trains	5	5	5	5
" open cars for cord wood	58	58	58	58
" depot fuel, etc.	11	11	11	11
<b>Total</b>	<b>94</b>	<b>102</b>	<b>114</b>	<b>130</b>
4 wheel passenger and baggage cars for stock trains and use of road	8	12	8	12
And in the Roadway Department	456	473	539	562
8 wheel passenger car	1	1	2	2
<b>Aggregate of all cars</b>	<b>16,556</b>	<b>18,635</b>	<b>24,586</b>	<b>28,787</b>

## GENERAL ACCOUNT.

	1871.	1872.
Common stock	\$30,014,775 28	\$32,684,375 28
Preferred stock	1,551,800 00	1,551,800 00
<b>Aggregate stock</b>	<b>\$31,566,575 28</b>	<b>\$34,236,175 28</b>
6 per cent. \$ loan 1868-'93 debent. unconv.	\$1,139,500 00	\$1,139,000 00
7 per cent. \$ loan 1870-'90 debent. conv.	2,520,000 00	28,000 00
6 per cent. \$ loan 1857-'86 mortgage conv.	113,500 00	96,000 00
6 per cent. \$ loan 1843-'80 mort. unconv.	549,000 00	549,000 00
6 per cent. \$ loan 1844-'80 mort. unconv.	804,000 00	804,000 00
6 per cent. \$ loan 1848-'80 mort. unconv.	101,000 00	101,000 00
6 per cent. \$ loan 1849-'80 mort. unconv.	67,000 00	67,000 00
7 per cent. \$ loan 1868-'93 mort. unconv.	2,700,000 00	2,700,000 00
5 per cent. £ loan 1836-'80 mort. unconv.	182,400 00	182,400 00
6 per cent. £ loan 1843-'80 mort. unconv.	976,800 00	976,800 00
7 per cent. £ loan 1836-'72 mort. unconv.	110,400 00	.....
7 per cent. £ loan 1836-'74 mort. unconv.	43,200 00	43,200 00
7 per cent. £ loan 1836-'77 mort. unconv.	134,400 00	134,400 00
7 p. c. \$ loan 1871-1911 consol. mort. unconv.	5,500,000 00	7,696,000 00
6 p. c. gold \$ or £ loan 1871-1911 do.	4,000,000 00	7,000,000 00
6 p. c. gold \$ loan 1871-1911 do.	376,000 00	376,000 00
7 p. c. cent. \$ loan 1871-1911 do. reg.	1,462,000 00	3,414,000 00
6 p. c. gold \$ loan 1871-1911 do. "	624,000 00	624,000 00
Installments on new 7 per cent. \$ loan, 1893, debenture, convertible	.....	2,305,630 00
<b>Aggregate loans</b>	<b>\$21,403,200 00</b>	<b>\$28,236,430 00</b>
Bonds and mortgages on real estate	\$1,318,534 20	\$1,810,224 07
Loan of Schuylkill Nav. Co. maturing 1895.	1,200,000 00	1,200,000 00
" " " " 1913.	756,650 00	756,650 00
" " " " 1915.	621,600 00	621,600 00
Loan of East Penn. R.R. Co. maturing 1888.	495,900 00	495,900 00
Balance of Reserved Fund	2,504,420 10	1,958,003 66
<b>Total debtor side</b>	<b>\$59,866,879 58</b>	<b>\$69,314,983 01</b>
Railroad	\$23,719,567 56	\$24,456,177 46
Depots	3,051,957 76	3,134,143 43
Locomotive engines and cars	6,510,824 69	7,480,719 50
Real estate	5,067,840 56	6,551,731 64
Extension Reading machine shop	.....	39,838 53
Phila., Read. and Pottsv. telegraph stock	20,730 00	20,730 00
Moselem Branch	.....	27,519 15
East Pennsylvania Railroad stock	584,800 00	584,800 00
Reading and Columbia Railroad stock	232,480 00	232,480 00
Schuylkill and Susquehanna Branch	.....	165,155 41
Schuylkill and Susq. Railroad stock	396,588 34	.....
New wharf and extensions of wharves	.....	117,825 77
Allentown Railroad stock	320,582 99	320,582 99
New coal yards	.....	42,040 10
East Mahanoy Railroad stock	247,295 61	247,295 61
Port Kennedy Branch	.....	16,843 98
Port Kennedy Railroad stock	10,550 00	.....
Susquehanna Canal coal barges	.....	25,307 45
Mount Carbon Railroad stock	142,204 25	.....
Mount Carbon Branch	.....	71,504 58
Steam Colliers	588,486 30	588,486 30
Schuylkill Canal coal barges	593,925 55	609,651 32
Schuylkill Nav. works and franchises	1,000,000 00	1,000,000 00
Mahanoy and Shamokin Branch	49,114 48	21,969 75
Lebanon and Tremont Branch	94,367 88	33,086 75
New tracks and sidings	183,402 55	135,284 47
<b>Total assets</b>	<b>\$42,814,718 52</b>	<b>\$45,922,674 19</b>
Assets—cash and cash items	\$1,776,312 08	\$1,531,396 54
" stocks and bonds held by company	4,202,534 76	4,471,576 85
Coal lands, Phila. and Reading C. and I. Co.	11,962,000 00	18,825,964 89
Materials on hand	1,157,485 99	1,590,784 57
Debts due (current, partly secured)	890,621 34	1,124,583 85
Debit balance of insurance fund	33,448 59	20,016 21
<b>Total liabilities</b>	<b>\$20,022,402 76</b>	<b>\$27,564,322 91</b>
Liabilities—debts due by the company	\$2,185,131 87	\$2,184,431 76
" coupons and interest	414,584 00	638,389 00
" interest on bonds & mortgages	47,727 34	69,017 73
" sinking funds	116,070 45	141,070 45
" tax on dividends	157,414 19	164,441 15
" Cr. balance of renewal fund	7,431 95	.....
" sinking fund, Schuylkill Nav.	.....	.....
" improvement bonds	41,881 90	48,976 90
" wages, materials, drawbacks, and connecting roads	.....	925,687 10
<b>Total liabilities</b>	<b>\$2,970,241 70</b>	<b>\$4,172,014 09</b>
<b>Assets over liabilities</b>	<b>\$17,052,161 06</b>	<b>\$23,392,308 82</b>
<b>Total credit side</b>	<b>\$59,866,879 58</b>	<b>\$69,314,983 01</b>



	1871.	1872.	Years.	Number of Engines.	Number of cars— Passenger. Coal & Freight.	Mileage of Engines.
Coal transported in tons of 2,240 lbs.....	4,584,450	4,866,521	1843.....	39	14	393,192
Total amount of coal to date, in tons of 2,240 lbs.....	62,227,355	67,093,876	1844.....	47	14	613,041
Merchandise transported in tons of 2,000 lbs.....	2,805,286	2,891,400	1845.....	54	14	810,285
Materials transported in tons of 2,000 lbs.....	487,456	497,571	1846.....	72	14	1,014,102
Tonnage, including passengers, in tons of 2,000 lbs.....	8,548,964	10,981,657	1847.....	77	16	1,184,272
Total tonnage of road to date, in tons of 2,000 lbs.....	98,119,413	102,623,887	1848.....	84	22	1,136,572
Number of passengers carried.....	5,766,934	6,383,991	1849.....	86	22	1,047,014
Number of miles traveled by passengers.....	66,945,531	73,607,349	1850.....	92	28	1,233,144
Equivalent number of through passengers.....	719,845	791,478	1851.....	89	28	1,461,772
Total number of passengers to date.....	21,213,687	27,597,678	1852.....	103	30	1,517,931
TRANSPORTATION AND INCOME ACCOUNT.						
Receipts:	1871.	1872.				
From travel.....	\$1,641,394 86	\$1,786,962 37	1853.....	103	38	1,466,894
“ freight on merchandise.....	2,306,642 61	2,688,029 83	1854.....	121	45	1,674,403
“ freight on coal.....	8,287,293 14	7,518,114 74	1855.....	141	54	1,942,225
“ United States mail, etc.....	327,512 88	136,931 17	1856.....	141	58	1,942,317
Total receipts.....	\$12,562,843 49	\$12,125,038 11	1857.....	142	58	1,707,366
Balance from previous year.....	201,914 57	847,148 68	1858.....	142	58	1,570,482
Balance of interest account.....	56,980 00	846,478 47	1859.....	144	64	1,702,267
Total resources.....	\$12,821,738 06	\$13,818,665 21	1860.....	145	64	1,852,485
Expenses, viz:			1861.....	145	65	1,695,927
Running account.....	\$1,947,644 20	\$2,078,479 08	1862.....	143	67	2,088,166
Workshop “.....	1,349,642 72	1,463,007 62	1863.....	166	67	2,721,689
Depot “.....	308,612 90	366,268 78	1864.....	216	81	3,328,229
Superintendence.....	507,144 52	564,587 24	1865.....	254	87	3,688,309
Roadway.....	832,035 77	870 809 10	1866.....	267	105	4,261,336
Bridges.....	71,478 76	114,025 48	1867.....	268	110	4,356,385
Buildings.....	145,862 68	188,214 62	1868.....	269	119	4,500,135
Machinery.....	65,122 11	80,558 75	1869.....	297	141	5,159,301
Richmond wharves.....	66,819 73	64,158 96	1870.....	309	146	5,100,175
Police.....	44,675 12	44,006 98	1871.....	343	238	6,543,138
Sundries.....	35,957 36	35,869 46	1872.....	377	268	7,248,778
Dumpage.....	183,639 63	184,216 72				
Rents.....	859,796 39	827,413 89				
Profit and loss, damages, prem. on gold, etc.	120,806 86	102,833 21				
Insurance account.....	26,127 76	21,437 14				
Taxes—U. S., State, County and City.....	299,600 83	296,351 41				
Renewal fund.....	695,935 68	761,803 29				
Total expenses.....	\$7,555,903 02	\$8,063,541 68				
Interest on bonded debt and mortgages.....	812 274 05	1,885,959 88				
New works.....	228,373 60	25,000 00				
Sinking funds.....	25,000 00	90,167 79				
Balance of renewal fund.....						
Total disbursements.....	\$8,621,550 67	\$10,064,669 35				
Total reserved fund.....	\$4,200,187 39	\$3,753,995 86				
Dividends to January, including state tax.....	3,410,631 49	3,593,391 40				
Leaving a balance of.....	\$789,555 90	\$160,604 46				

	1871.	1872.	Years.	Passengers. Carried.	Coal. Tonnage carried.	Merchandise. Tonnage carried.	Material. Tonnage carried.	Total.
Fiscal Year.	Cost of Property.	Earnings.	Operating Expenses.	Earnings less Exp.	Dividends.	Amount.	Rate.	
1843.....	\$7,119,292	\$394,318	\$214,923	\$179,495				\$394,318
1844.....	9,398,354	597,613	329,442	268,171				597,613
1845.....	10,276,351	1,078,031	570,726	507,305				1,078,031
1846.....	11,531,441	1,900,115	862,320	1,037,795	312,000	10*		1,900,115
1847.....	12,115,886	2,002,945	1,100,406	902,539	411,840	12*		2,002,945
1848.....	14,396,458	1,692,555	1,212,029	480,526				1,692,555
1849.....	16,318,087	1,933,591	1,023,245	910,346				1,933,591
1850.....	16,325,332	2,363,958	1,169,455	1,194,503	249,590	6		2,363,958
1851.....	16,649,515	2,314,330	1,304,291	1,010,039				2,314,330
1852.....	17,141,987	2,480,626	1,340,797	1,139,829	722,971	8		2,480,626
1853.....	17,905,018	2,688,287	1,329,511	1,358,776	172,935	3		2,688,287
1854.....	18,464,115	3,781,639	1,771,101	2,010,538	587,423	10*		3,781,639
1855.....	19,004,180	4,321,794	1,972,937	2,348,856	1,077,029	8*		4,321,794
1856.....	19,163,151	3,913,742	1,969,020	1,944,722	770,530	8		3,913,742
1857.....	19,262,720	3,065,521	1,601,753	1,463,768	385,425	4		3,065,521
1858.....	23,811,910	2,510,751	1,199,798	1,310,952				2,510,751
1859.....	24,070,835	2,724,293	1,276,180	1,448,113				2,724,293
1860.....	24,161,889	3,312,546	1,686,561	1,625,985				3,312,546
1861.....	24,481,217	2,905,839	1,492,933	1,412,905				2,905,839
1862.....	25,126,389	3,911,830	1,816,055	2,095,775	699,788	7*		3,911,830
1863.....	25,469,544	6,252,902	2,916,159	3,336,743	889,030	7*		6,252,902
1864.....	25,469,544	9,269,341	4,961,190	4,308,151	2,618,129	15*		9,269,341
1865.....	27,869,361	11,142,519	6,330,248	4,812,271	2,024,067	10*		11,142,519
1866.....	29,929,440	10,902,819	6,738,747	4,164,072	3,198,736	10*		10,902,819
1867.....	31,203,443	9,106,496	6,266,434	2,840,062	2,329,998	10*		9,106,496
1868.....	32,728,425	8,791,937	6,162,511	2,629,426	2,445,250	10*		8,791,937
1869.....	35,895,467	11,208,381	6,876,313	4,332,068	2,697,248	10*		11,208,381
1870.....	41,134,596	9,571,367	6,508,786	3,062,581	2,971,235	10		9,571,367
1871.....	42,814,719	12,562,843	7,555,903	5,006,940	3,148,284	10		12,562,843
1872.....	45,922,674	12,125,038	8,063,542	4,061,496	3,422,278	10		12,125,038

						STATEMENT OF THE GROSS RECEIPTS ANNUALLY, 1843-72:					
			Years.	Passengers.	Mail, etc.	Coal.	Merchandise.	Total.			
1843.....	\$71,895	\$5,656	\$278,840	\$37,927	\$394,318						
1844.....	92,362	7,449	448,509	49,293	597,613						
1845.....	103,411	27,093	886,939	60,588	1,078,031						
1846.....	141,749	20,116	1,660,667	137,583	1,900,115						
1847.....	156,201	11,860	1,698,664	136,220	2,002,945						
1848.....	174,958	13,535	1,386,605	117,457	1,692,555						
1849.....	155,908	22,436	1,648,900	106,347	1,933,591						
1850.....	148,379	17,026	2,071,731	125,822	2,363,958						
1851.....	152,432	19,355	2,018,871	123,672	2,314,330						
1852.....	168,430	22,555	2,150,677	138,964	2,480,626						
1853.....	225,763	27,218	2,254,694	180,612	2,688,287						
1854.....	272,367	23,823	3,253,823	231,626	3,781,639						
1855.....	301,952	29,896	3,664,095	325,851	4,321,794						
1856.....	288,427	34,158	3,242,458	348,699	3,913,742						
1857.....	287,534	35,079	2,412,923	329,986	3,065,522						
1858.....	272,680	36,463	1,865,693	335,915	2,510,751						
1859.....	318,846	46,874	1,883,685	474,888	2,724,293						
1860.....	333,359	51,409	2,328,158	599,620	3,312,546						
1861.....	338,905	49,590	2,111,023	406,321	2,905,839						
1862.....	403,564	105,431	2,879,419	523,416	3,911,830						
1863.....	566,520	116,039	4,897,200	673,143	6,252,902						
1864.....	909,882	201,908	7,203,775	953,776	9,269,341						
1865.....	1,065,847	284,103	8,627,292	1,165,277	11,142,519						
1866.....	1,026,217	209,366	8,245,697	1,421,539	10,902,819						
1867.....	1,005,647	170,420	6,404,878	1,525,551	9,106,496						
1868.....	987,606	136,384	6,252,224	1,415,723	8,791,937						
1869.....	1,184,006	98,512	8,346,240	1,579,623	11,208,381						
1870.....	1,205,539	176,513	6,498,871	1,690,444	9,571,367						
1871.....	1,641,395	327,512	8,287,293	2,306,643	12,562,843						
1872.....	1,786,962	136,931	7,513,115	2,688,030	12,125,038						

* Paid in stock	† Stock or cash as preferred.	‡ Half Stock, and half cash.
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\* Paid in stock † Stock or cash as preferred. ‡ Half Stock, and half cash.

## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Central Pacific (in gold):</b>													
1867.....	38,160	51,831	60,020	61,156	95,828	121,702	174,812	181,297	200,550	212,100	123,166	75,871	1,470,663
1868.....	64,463	86,937	81,396	96,451	106,835	164,729	269,690	261,832	262,770	296,522	286,562	342,743	2,300,767
1869.....	212,604	218,982	391,306	485,048	568,270	556,080	532,667	511,854	609,788	579,642	536,309	467,669	5,670,882
1870.....	413,104	394,176	488,322	633,758	768,720	729,274	783,100	807,816	787,184	823,447	777,513	583,692	7,995,116
1871.....	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,497,072
1872.....	692,223	671,836	875,763	949,568	1,380,923	1,138,273	1,212,510	1,271,629	1,264,689	1,285,576	1,290,900	1,007,125	12,900,126
1873.....	652,860	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Alton:</b>													
1867.....	226,153	222,241	290,111	269,249	329,851	371,544	321,507	387,269	322,638	360,223	323,030	271,247	3,096,163
1868.....	243,787	157,832	235,961	282,166	336,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1869.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,608,643
1870.....	343,182	315,099	388,727	328,390	345,833	402,854	551,045	493,232	506,623	468,212	397,515	340,861	4,681,563
1871.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,081	497,519	475,608	441,197	404,264	4,849,405
1872.....	342,369	342,369	384,999	388,964	461,290	466,097	534,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1873.....	372,316	339,170	378,021	381,644	440,457	436,192	482,987	572,331	496,062	543,518	454,916	361,171	5,164,897
1873.....	352,668	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Northwestern:</b>													
1867.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1868.....	273,876	317,839	390,255	421,363	466,530	565,145	490,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1869.....	641,005	482,164	499,226	468,358	585,623	747,942	702,691	767,508	946,707	929,683	754,671	647,842	7,976,490
1870.....	623,566	399,917	523,945	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1871.....	696,147	574,664	765,398	774,280	896,712	893,658	885,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,682,739
1872.....	724,890	807,478	860,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1873.....	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	846,708	13,556,467
1870.....	706,025	753,782	858,599	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,208,408
1871.....	655,423	602,482	774,934	787,641	1,094,101	952,899	851,848	1,099,337	1,281,574	1,007,318	1,006,235	852,422	11,005,217
1872.....	774,866	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
<b>Cleveland, Col., Cin. and Indianapolis:</b>													
1867.....	242,208	236,160	242,509	236,435	193,059	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1868.....	204,112	180,840	239,622	247,661	241,466	269,408	263,367	341,783	320,025	293,615	271,555	242,621	3,096,965
1869.....	203,069	226,897	244,182	248,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1870.....	270,204	273,751	345,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1871.....	327,538	318,627	354,766	360,900	378,493	326,434	330,970	404,286	419,439	428,598	396,314	337,404	4,380,129
1873.....	358,612	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Erie:</b>													
1871.....	1,055,469	971,193	1,201,500	1,258,955	1,443,272	1,498,494	1,720,078	1,864,554	1,794,397	1,694,651	1,488,454	1,417,211	17,396,327
1872.....	1,383,994	1,294,976	1,460,173	1,448,812	1,729,218	1,466,961	1,560,023	1,625,243	1,643,464	1,743,732	1,704,374	1,392,615	18,694,096
1873.....	1,316,831	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Illinois Central:</b>													
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,326	889,967	931,530	685,401	681,041	7,817,629
1869.....	559,139	524,693	709,645	568,282	640,975	778,261	696,228	841,365	979,401	914,406	814,413	696,677	8,826,482
1870.....	623,383	661,789	601,826	565,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,878,958
1871.....	624,744	629,617	663,598	620,228	713,162	718,722	707,992	836,401	890,287	763,184	755,436	688,131	8,401,142
1872.....	637,430	627,068	572,175	547,988	636,373	641,410	616,680	763,256	759,967	863,746	681,332	640,183	.....
1873.....	580,499	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Kansas Pacific:</b>													
1871.....	183,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,876	341,843	322,559	329,838	357,302	349,468	449,418	314,513	233,240	3,693,183
1873.....	150,567	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Lake Shore and Michigan Southern:</b>													
1871.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,547	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872.....	1,276,150	1,251,511	1,470,048	1,521,518	1,474,467	1,311,110	1,204,443	1,440,873	1,567,869	1,524,882	1,526,812	1,433,931	17,322,614
1873.....	1,412,368	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Marietta and Cincinnati:</b>													
1867.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1868.....	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1869.....	106,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,551	144,023	141,376	1,418,869
1870.....	130,883	126,224	140,740	113,173	119,650	115,116	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1871.....	152,877	142,408	160,784	145,858	165,717	164,887	149,550	162,521	191,841	209,977	207,911	204,195	2,029,927
1873.....	170,023	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Michigan Central:</b>													
1867.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1868.....	387,992	329,128	384,451	412,030	405,283	363,187	326,891	378,880	497,990	511,447	453,873	387,827	4,755,958
1869.....	418,765	442,665	488,980	470,703	480,547	427,696	422,015	529,890	628,660	582,802	517,434	507,050	5,940,102
1870.....	506,586	484,022	568,533	607,073	593,641	505,314	505,908	580,908	667,849	785,338	616,024	576,783	6,988,479
1873.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Milwaukee and St. Paul:</b>													
1867.....	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1868.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,135	496,593	7,250,069
1869.....	396,171	382,823	377,671	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1870.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1871.....	460,985	387,526	426,192	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,739
1873.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Pacific of Missouri:</b>													
1869.....	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870.....	202,447	260,617	294,874	289,550	283,221	263,228	260,449	343,195	353,677	341,373	321,669	236,108	3,438,930
1871.....	219,004	219,504	319,765	285,410	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,592	3,630,696
1872.....	254,319	238,823	303,594	305,756	299,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873.....	227,897	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Philadelphia and Reading:</b>													



**Imports of Dry Goods.**

The imports of foreign dry goods at New York for the month of January, were:

ENTERED FOR CONSUMPTION.		
	1872.	1873.
Manufactures of wool....	\$2,107,000	\$1,948,812
" cotton....	2,076,074	2,064,227
" silk....	1,968,935	1,829,281
" flax....	1,068,963	1,038,681
Miscellaneous dry goods..	935,336	704,269
Total entered for consump.	\$8,151,308	\$7,584,770

WITHDRAWN FROM WAREHOUSE.		
	1872.	1873.
Manufactures of wool....	\$1,238,098	\$1,404,737
" cotton....	766,367	920,396
" silk....	845,237	664,579
" flax....	731,566	677,603
Miscellaneous dry goods..	165,420	110,368
Total withdrawn from warehouse.....	\$3,746,688	\$3,777,683
Add entered for consump.	8,151,308	7,584,770

Tot. thrown on the market. \$11,897,996 \$11,362,453

ENTERED FOR WAREHOUSING.		
	1872.	1873.
Manufactures of wool....	\$1,480,721	\$1,286,847
" cotton....	1,209,260	1,467,283
" silk....	1,258,896	1,525,761
" flax....	646,237	710,299
Miscellaneous dry goods..	221,500	203,033
Total entered for wareh'g.	\$4,816,614	\$5,193,223
Add entered for consump.	8,151,308	7,584,770

Total entered at the port. \$12,967,922 \$12,777,993

The imports of foreign dry goods at New York for seven months ending with January, were:

ENTERED FOR CONSUMPTION.		
	1872.	1873.
Manufactures of wool..	\$16,733,242	\$12,553,159
" cotton	9,955,683	8,858,466
" silk	14,614,279	11,601,915
" flax	6,998,094	5,999,074
Miscellaneous dry goods.	6,039,516	4,254,902

Total entered for cons'p. \$54,340,814 \$43,267,516

WITHDRAWN FROM WAREHOUSE.		
	1872.	1873.
Manufactures of wool...	\$8,010,049	\$13,506,448
" cotton..	2,784,277	5,134,854
" silk....	4,783,512	5,566,496
" flax....	2,757,912	2,503,412
Miscellaneous dry goods.	803,460	1,123,494

Total withdrawn from warehouse.....\$19,139,210 \$28,834,704  
Add entered for consump. 54,340,814 43,267,516

Total thrown on the market.....\$73,480,024 \$72,102,220

ENTERED FOR WAREHOUSING.		
	1872.	1873.
Manufactures of wool....	\$9,314,833	\$13,007,778
" cotton..	3,737,820	5,892,862
" silk....	5,720,775	6,987,724
" flax....	3,535,791	4,081,755
Miscellaneous dry goods.	1,002,788	1,152,467

Total entered warehouse. \$23,311,507 \$31,122,586  
Add entered for consump. 54,340,814 43,267,516

Total entered at the port. \$77,652,321 \$74,390,102

The above figures represent only the foreign cost of the goods in gold, the freight and duty not included.

The stockholders of the Tripartite Bridge Company, at a meeting held in Pittsburgh on the 28th ult., decided, by a vote of 6,650 shares in favor of 840 against it, to discontinue the enterprise and surrender the charter.

The contract for building the Kentucky and Great Eastern Railroad, which is to extend from the city of Covington, or Newport, Kentucky, to a point on the boundary of Kentucky and Virginia, near the mouth of the Big Sandy River, 146 miles, has been awarded and the work will be begun this month. By the terms of the contract sixty miles of the road are to be completed in September, 1873, and the whole in 1874. By a short extension to unite with the Chesapeake and Ohio road at Huntington, a direct line will be opened from Cincinnati to Richmond and Norfolk, Va.

An enterprise has been proposed, which meets with much encouragement, to build a railroad from Pomona, on the Camden and Atlantic road, to Tuckerton, a distance of fifteen miles.

**Statement of the Public Debt of the United States March 1, 1873.**

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$20,000,000 00	\$166,666 67
6 per cent. 1881 bonds, 1861..	18,415,000 00	184,150 00
6 per cent. 1881 bonds, (Oregon,) 1861.....	945,000 00	9,450 00
6 per cent. 1881 bonds, 1861..	189,321,350 00	1,893,213 50
6 per cent. 5-20 bonds, 1862..	266,961,300 00	5,319,226 00
6 per cent. 1881 bonds, 1863..	75,000,000 00	750,000 00
5 per cent. 10-40 bonds, 1864..	194,567,300 00	4,864,182 50
6 per cent. 5-20 bonds, 1864..	2,298,000 00	45,960 00
6 per cent. 5-20 bonds, 1864..	68,061,250 00	1,361,225 00
6 per cent. 5-20 bonds, 1865..	155,948,800 00	3,118,996 00
6 per cent. consols, 1865.....	208,795,000 00	2,087,956 00
6 per cent. consols, 1867.....	315,861,800 00	3,158,618 00
6 per cent. consols, 1868.....	38,636,600 00	386,366 00
5 per cent. funded loan of 1881	200,000,000 00	833,333 33

Aggregate of debt bearing coin interest.....\$1,763,813,000 00 \$24,179,343 00  
Interest due and unpaid.....4,978,630 79

DEBT BEARING INTEREST IN LAWFUL MONEY.		
	Amount Outstanding.	Interest due and unpaid.
3 per cent. certificates, 1867-68	\$1,310,000 00	\$27,058 39
3 per cent. navy pension fund, 1868.....	14,000,000 00	70,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	13,560 00

Aggregate of debt bearing interest in lawful money.... \$15,988,000 00 \$110,618 39

**DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.**

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,650 00	172 00
6 per cent. bounty land scrip, 1847.....	3,800 00	235 60
5 per cent. Texas indemnity bonds, 1850.....	174,000 00	11,300 00
5 per cent. bonds, 1860.....	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.....	955,400 00	102,945 91
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	205 00
6 per cent. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	2,000 00	105 00
6 per cent. treasury notes, 1861.	3,150 00	375 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	19,450 00	1,481 01
5 per cent. 1 year notes, 1863.	91,125 00	4,568 35
5 per cent. 2 year notes, 1863.	61,100 00	4,317 35
6 per cent. compound interest notes, 1863-64.....	513,510 00	102,127 53
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	296,200 00	26,205 58
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	78,560 00	7,343 80
3 per cent. certificates called.	720,000 00	2,192 47

Aggregate of debt on which interest has ceased since maturity.....\$3,093,240 26 \$331,508 39

DEBT BEARING NO INTEREST.		
	Amount Outstanding.	Interest.
Demand notes, 1861-62.....	\$84,302 50	
Legal tender notes, 1862-63..	356,000,000 00	
Certificates of deposit.....	27,770,000 00	
Fractional currency, 1862-64..	45,292,106 47	
Coin certificates, 1863.....	24,024,980 00	
Unclaimed interest.....		16,604 84

Aggregate of debt bearing no interest.....\$453,171,389 97 \$16,604 84

**RECAPITULATION.**

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$1,339,245,700 00	
Bonds at 5 per cent.....	414,567,300 00	
	\$1,753,813,000 00	\$20,158,023 79

Debt bearing interest in lawful money, viz:		
	Amount Outstanding.	Interest.
Certificates at 4 per cent.....	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
Certificates, 3 per cent.....	1,310,000 00	
	\$15,988,000 00	110,618 39
Debt on which interest has ceased since maturity.....	3,093,240 26	331,508 39

Debt bearing no interest, viz:		
	Amount Outstanding.	Interest.
Old Demand and legal-tender notes.....	356,084,302 50	
Certificates of deposit.....	27,770,000 00	
Fractional currency.....	45,292,106 47	
Coin Certificates.....	24,024,980 00	
	\$453,171,389 97	
Unclaimed interest.....		16,604 84

Total debt, principal and interest, to date, including interest due and unpaid.....\$2,255,682,384 64

AMOUNT IN TREASURY.		
	Amount Outstanding.	Accrued Interest.
Coin.....	\$65,930,781 57	
Currency.....	4,600,902 54	
Special deposit held for redemption of certificates of deposit as provided by law...	27,770,000 00	
	\$98,301,684 11	
Debt, less amount in Treasury, Mar. 1, 1873.	\$2,157,380,700 53	
Debt, less amount in Treasury, on the last ult.	2,162,658,581 30	

Decrease of debt (interest account) during the past month.....\$5,277,880 77  
Decrease of debt since March 1, 1872.....68,432,797 45  
Decrease from March 1, '69 to March 1, '72. 36,082,559 48

**BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.**

	Amount Outstanding.	Accrued Interest.
Central Pacific bonds, 1862-64	\$25,885,120 00	\$258,851 20
Kansas Pacific bonds, 1862-64	6,308,000 00	63,080 00
Union Pacific bonds, 1862-64.	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	16,000 00
Western Pacific bonds, 1862-64	1,970,600 00	19,705 00
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	16,283 20

Totals.....\$64,823,512 00 \$646,235 12

Interest paid by United States, \$18,500,280 90; interest repaid by transportation of mails, &c., \$4,185,353 62; balance of interest paid by United States, \$14,325,927 38.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, Feb. 28, 1873.

GEO. S. BOUTWELL,  
Secretary of the Treasury.

**Texas and Pacific Railway.**

Work on this great railway through Sherman is being pushed with vigor, and between here and Bonham is within a few days of completion. The work is also within two or three weeks of completion east, between Bonham and Honey Grove; and seven miles of grading has been finished west of Sherman towards Pilot Point. The bridging east of Sherman is being rapidly finished. The timber work at the bridge over Choctaw will be about two thousand feet long, and a Howe truss bridge of eighty-foot spans will be thrown across that stream. Several pile-drivers have been at work between here and Bonham for some time, some of them working day and night. We learn from our Paris exchanges that the telegraph will be finished to that place in about ten days; the poles last week had been set up one mile west of Honey Grove and are being put up rapidly towards Sherman, and in a short time we may expect to converse by lightning with the cities of Jefferson, Shreveport and New Orleans.

We learn that in a short time after the completion of the Texas Central to Sherman, which will be but a few days, that track-laying will begin on the Trans-Continental from Sherman east to Bonham and Paris.—*Sherman Patriot.*

The last rail of the Port Royal Railroad was laid on the 28th ult., and trains traversed its entire length. This road connects the harbor of Port Royal, S. C., with Augusta, Ga., and the west,

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. .... 100	\$3,280,000	J. & J.	Jan. '73 24	Long Island. .... 50	8,000,000	M. & S.	Sept. '72 2	Vermont and Mass. .... 100	\$2,860,000	M. & N.	Nov. '72 2
Allegheny Valley .... 50	2,356,350	J. & J.	July '71 4	Louisv., Cin. and Lex. .... 50	1,623,483	J. & J.	July '69 3	Warren (N. J.) .... 100	1,800,000	J. & D.	Dec. '71 34
Atlanta and West Point. .... 100	1,232,200	J. & J.	July '71 4	Louisville & Nashville. .... 100	8,980,600	F. & A.	Feb. '73 3	Warwick Valley. .... 100	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf. .... 100	8,693,200	J. & J.	July '71 34	Louisv., N. Alb. & Ohi. .... 100	8,000,000	F. & A.	Feb. '73 3	West Jersey. .... 100	1,209,000	F. & A.	Feb. '73 4
Atlantic and St. Law. .... 100	39,494,900	M. & S.	Mar. '73 2	Lowell and Lawrence. .... 100	200,000	A. & O.	Oct. '72 3	Winchester & Potomac. .... 100	180,000	J. & J.	Jan. '73 3
Atlantic and St. Law. .... 100	1,500,000	M. & S.	Mar. '73 2	Lykens Valley. .... 20	600,000	F. & A.	Feb. '73 24	Winchester & Strasburg. .... 100	500,000	J. & J.	July '72 34
Avon, Genesee & Mt. M. .... 100	194,250	A. & O.	Oct. '72 14	Macon and Western. .... 100	2,500,000	F. & A.	Feb. '73 24	Worcester and Nashua. .... 75	1,400,555	J. & J.	Jan. '73 35
Baltimore and Ohio. .... 100	13,151,982	M. & N.	Nov. '72 5	Maine Central. .... 100	3,400,500	J. & J.	Jan. '73 6				
Washington Br. .... 100	1,660,000	A. & O.	Oct. '72 5	Manchester and Law. .... 100	1,000,000	M. & N.	Nov. '72 5				
Parkersburg Br. pref. .... 50	5,680,685	J. & J.	Jan. '73 11	Marquette & Cincinnati. .... 100	1,372,801	M. & S.	Sep. '66 34				
Berkshire. .... 100	800,000	J. & J.	Jan. '73 11	Massachusetts. .... 25	1,312,725	M. & S.	Sep. '66 34	Albany City. .... 100	110,300	J. & J.	Jan. '73 24
Blossburg & Corning. .... 50	250,000	J. & D.	Dec. '72 24	Memphis & Charleston. .... 25	1,312,725	M. & S.	Sep. '66 34	Baltimore City. .... 100	800,000	F. & A.	Aug. '72 1
Boston and Albany. .... 100	19,664,100	M. & N.	Nov. '72 5	Michigan Central. .... 100	17,939,548	F. & A.	Sep. '66 34	Bleeker St. & F. Fy. (N.Y.) .... 100	900,000	J. & J.	Jan. '73 3
Bos., Cin. & Fitch. pref. .... 100	638,200	J. & D.	Dec. '72 3	Mill Creek & Minehill. .... 50	323,375	J. & J.	Jan. '73 4	Boston and Chelsea. .... 100	110,000	A. & O.	Oct. '72 4
Agricultural Br. guar. .... 100	60,000	M. & N.	Nov. '72 5	Milwaukee and St. Paul. .... 100	11,822,375	J. & J.	Jan. '73 4	Broadway (Brooklyn). .... 100	200,000	J. & J.	Jan. '73 3
Bost., Conc. & Mont. pref. .... 100	800,000	J. & J.	Jan. '73 4	M. Hill & Schuy. Hav. .... 50	8,556,450	F. & A.	Feb. '73 34	Broadw. & 7th Av. (N.Y.) .... 100	2,100,000	J. & D.	Jan. '70
Boston and Lowell. .... 500	2,852,900	J. & J.	Jan. '73 4	Morris and Essex. .... 50	13,998,500	J. & J.	Jan. '73 4	Brooklyn City & Newt. .... 100	1,500,000	F. & A.	Feb. '73 3
Boston and Maine. .... 500	5,000,000	M. & N.	Nov. '72 5	Nashua and Lowell. .... 100	800,000	M. & N.	Nov. '72 5	Brooklyn City & Jamaica. .... 100	600,000	J. & J.	July '70
Boston and Providence. .... 100	9,950,000	F. & A.	Feb. '73 24	Naugatuck. .... 100	1,877,900	F. & A.	Feb. '73 34	Brooklyn and Jamaica. .... 100	488,100	J. & J.	July '70
Buffalo, N. Y. and Erie. .... 100	950,000	M. & S.	Mar. '73 56	Nesquehoning Valley. .... 100	1,000,000	M. & S.	Aug. '72 54	Bushwick (Brooklyn). .... 100	802,000	J. & J.	July '71 34
Burlington and Mo. Riv. .... 100	5,636,000	M. & S.	Mar. '73 56	Newark and N. York. .... 100	977,400	M. & S.	Aug. '72 54	Cambridge. .... 100	727,800	A. & O.	Oct. '72 44
Burlington and Mo. Riv. .... 100	1,486,900	J. & J.	Jan. '73 24	N. Bedford & Taunton. .... 100	600,000	M. & N.	Nov. '72 5	Can. Park, N. & E. Riv. .... 100	1,068,400	A. & O.	Oct. '67 24
Camden and Amboy. .... 100	5,847,000	J. & J.	Jan. '73 24	N. Castle & Beaver Val. .... 50	1,800,000	J. & J.	Jan. '73 4	Citizens' (Phil.). .... 50	500,000	J. & J.	Jan. '73 7
Camden and Atlantic. .... 50	379,020	J. & J.	Jan. '73 24	N. Haven & Northamp. .... 100	605,000	J. & J.	Jan. '73 4	Citizens' (Pbg.). .... 50	200,000	M. & N.	Nov. '71 7
Cape Cod. .... 50	752,700	J. & J.	Jan. '73 24	New Jersey. .... 100	725,200	J. & J.	Jan. '73 24	Coney Island & Brookl. .... 100	500,000	J. & J.	Jan. '73 7
Cape May and Millville. .... 50	447,000	J. & D.	Dec. '72 2	New London Northern. .... 100	1,003,500	J. & J.	Jan. '73 24	D. Dock, E. B'dw. & Bat. .... 100	1,200,000	F. & A.	Feb. '73 2
Catawba & Fogg. .... 50	428,000	J. & D.	Dec. '72 2	N. Y. Cen. & Hudson R. .... 100	89,428,350	J. & J.	Jan. '73 5	Elizabeth and Newark. .... 100	1,000,000	J. & J.	Oct. '71 3
Catawba. .... 100	1,159,500	M. & N.	Nov. '72 24	New York and Harlem. .... 100	8,500,000	J. & J.	Jan. '73 4	42nd St. & G. St. Ferry. .... 100	748,000	M. & N.	Nov. '71 5
Cayuga and Susq. .... 50	589,110	J. & J.	Jan. '73 5	N. Y., N. H. & Harl. .... 100	15,500,000	J. & J.	Jan. '73 4	Frankf. & Southw. (Ph.) .... 50	491,750	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R. .... 100	6,860,400	M. & N.	Nov. '72 14	N. Y. Prov. & Easton. .... 100	2,000,000	J. & J.	Jan. '73 4	Germantown (Ph.) .... 100	1,000,000	J. & J.	Jan. '73 3
Central of Georgia. .... 100	4,666,800	J. & J.	Jan. '73 5	Nig. Bridge & Osmund. .... 100	1,000,000	J. & J.	Jan. '73 4	Girard College (Ph.) .... 50	500,000	J. & J.	July '71 3
Central of New Jersey. .... 100	15,000,000	J. & J.	Jan. '73 24	North Carolina. .... 100	4,000,000	J. & J.	Jan. '73 4	Grand St. and Newton. .... 100	170,000	J. & J.	July '71 2
Central Ohio. .... 50	2,425,000	J. & D.	Dec. '72 3	N. Eastern (N.C.) pref. .... 100	111,000	M. & N.	May '67 4	Green & Coates St. (Ph.) .... 50	500,000	J. & J.	Jan. '73 4
Chesapeake. .... 100	380,000	J. & J.	Jan. '73 5	North Pennsylvania. .... 50	3,150,150	J. & J.	Jan. '73 5	Heston, Mantau & Fairm. .... 100	2,050,000	J. & J.	Jan. '73 4-5
Chesapeake, preferred. .... 100	2,100,000	J. & J.	Jan. '73 5	Northern Central. .... 50	5,000,000	M. & N.	Nov. '72 3	Lomb. & South St. (Ph.) .... 25	105,000	A. & O.	Oct. '71 6
Chicago and Alton. .... 100	9,925,500	M. & S.	Mar. '73 5	Northern New Jersey. .... 100	1,000,000	J. & J.	Jan. '73 4	Lynn and Boston. .... 100	200,000	J. & J.	Jan. '73 4
Chicago and Alton. .... 100	2,425,000	M. & S.	Mar. '73 5	Norwich & Worcester. .... 100	2,384,400	J. & J.	Jan. '73 5	Malden and Melrose. .... 100	200,000	J. & J.	Jan. '73 4
Chicago, Burl. & Quincy. .... 100	18,649,910	J. & J.	Jan. '73 5	Ogdensb. & L. Champ. .... 100	3,077,800	J. & J.	Jan. '73 5	Metropolitan (Boston). .... 100	500,000	J. & J.	Jan. '73 4
Chicago, Iowa & Nebraska. .... 100	3,916,300	J. & J.	Jan. '73 4	Ohio and Mississippi. .... 100	19,995,847	J. & D.	June '72 34	Middlesex (Boston). .... 100	400,000	A. & O.	Oct. '72 3
Chicago & N. Western. .... 100	15,033,480	J. & D.	Dec. '72 34	Oil Cr. & Allegheny R. .... 50	4,259,450	J. & J.	Jan. '73 3	Ninth Avenue (N. Y.). .... 100	197,320	J. & J.	Jan. '73 4
Chicago, R. I. & Pacific. .... 100	19,000,000	A. & O.	Oct. '72 4	Old Colony & Newport. .... 100	6,297,900	F. & A.	Feb. '73 4	Orange and Newark. .... 100	282,555	J. & J.	July '73 4
Cin. Ham. & Dayton. .... 100	3,500,000	A. & O.	Oct. '72 4	Oswego and Syracuse. .... 100	482,400	F. & A.	Feb. '73 4	Philadelphia City. .... 50	750,000	J. & J.	July '71 2
Cin. Sand. & Clev. .... 50	2,980,550	M. & N.	Nov. '72 3	Pacific of Missouri. .... 100	3,635,750	J. & J.	Jan. '73 3	Philadelphia and Darby. .... 20	200,000	J. & J.	Jan. '71 2
Clev. Col. Cin. & Ind. .... 100	13,914,000	F. & A.	Feb. '73 34	Panama. .... 100	7,000,000	J. & J.	Jan. '73 3	Phila. and Grey's Ferry. .... 50	284,775	J. & J.	Jan. '73 24
Cleveland & Mahoning. .... 50	2,057,539	M. & N.	Nov. '72 3	Paterson and Hudson. .... 100	630,000	J. & J.	Jan. '73 4	Pbg. Alleg. & Manchester. .... 50	200,000	M. & N.	Nov. '69 8
Cleveland & Pittsburg. .... 50	11,250,851	F. & A.	Feb. '73 34	Paterson and Newark. .... 100	600,000	J. & J.	Jan. '73 4	Second Avenue (N. Y.). .... 100	888,100	J. & J.	Jan. '73 2
Col. Ohio & Ind. Cen. .... 50	13,000,000	F. & A.	Feb. '73 34	Paterson and Ramap. .... 100	545,000	J. & J.	Jan. '73 4	Second & Third St. (Ph.) .... 50	992,100	J. & J.	Jan. '73 5
Columbus and Xenia. .... 50	1,786,800	M. & S.	Mar. '73 5	Pemb. & Hightstown. .... 50	342,150	J. & J.	Jan. '73 4	17th & 19th streets (Ph.) .... 50	500,000	J. & J.	Jan. '73 2
Colum. & Hocking Val. .... 100	848,984	M. & N.	Nov. '72 5	Pennsylvania. .... 75,000,000	75,000,000	M. & N.	Nov. '72 6	Sixth Avenue (N. Y.). .... 100	750,000	M. & N.	May '71 5
Concord and Port. .... 50	250,000	F. & A.	Feb. '73 3	Peoria & Bureau Val. .... 100	1,200,000	F. & A.	Feb. '73 4	Third Avenue (N. Y.). .... 100	1,170,000	F. & A.	Feb. '73 3
Concord & Passaic Riv. .... 50	2,100,000	F. & A.	Feb. '73 3	Philadelphia and Erie. .... 100	6,004,300	J. & J.	Jan. '73 3	13th & 15th street (Ph.) .... 50	1,000,000	J. & J.	Jan. '73 14
Connecticut River. .... 50	1,850,000	J. & J.	Jan. '73 5	Phil. Ger. & Norristown. .... 50	1,628,250	M. & S.	Mar. '73 3	Somerville (Boston). .... 100	75,000	V. & N.	Nov. '73 1
Cooperstown and Susq. .... 100	807,383	J. & J.	Jan. '73 5	Philadelp. & Reading. .... 50	32,684,375	J. & J.	Jan. '73 5	South Boston. .... 50	400,000	J. & J.	Jan. '73 24
Cumberland Valley. .... 50	1,494,250	A. & O.	Oct. '72 4	Phila. and Trenton. .... 100	1,259,100	J. & J.	Jan. '73 4	Union (Boston). .... 100	200,000	J. & J.	July '72 6
Danbury and New. .... 50	1,230,941	M. & S.	Mar. '73 5	Phila., Wil. & Balt. .... 50	11,485,750	J. & J.	Jan. '73 4	Union (Phila.). .... 50	400,000	J. & J.	Jan. '72 5
Delaware. .... 100	1,230,941	J. & J.	Jan. '73 5	Pittsb., Ft. W. & Ohi. .... 100	19,714,285	J. & J.	Jan. '73 4	West Philadelphia. .... 50	400,000	J. & J.	Jan. '73 8
Del. Lackaw. & Westn. .... 50	18,568,850	J. & J.	Jan. '73 5	Special Imp. .... 100	2,000,000	J. & J.	Jan. '73 4				
Detroit & Milwaukee. .... 50	452,350	J. & J.	Jan. '73 5	Pittsfield & N. Adams. .... 100	410,000	J. & J.	Jan. '73 4				
Dubuque & Sioux City. .... 100	5,000,000	J. & J.	Jan. '73 4	Port and Keenecob. .... 100	616,700	J. & J.	Jan. '73 4				
East Pennsylvania. .... 100	1,309,200	J. & J.	Jan. '73 4	Yarmouth certificates. .... 100	202,400	A. & O.	Apr. '72 3				
East Mahoning. .... 100	392,950	J. & J.	Jan. '73 3	Portl., Susq. & Portsm. .... 100	1,500,000	J. & J.	Jan. '73 5				
Eastern (Mass.). .... 100	4,482,000	J. & J.	Jan. '73 3	Providence & Worcester. .... 100	2,000,000	J. & J.	Jan. '73 5				
Eastern (N. H.). .... 100	492,500	J. & J.	Jan. '73 3	Raleigh and Gaston. .... 100	1,600,000	J. & J.	Jan. '73 5				
Elmira, Jof. & Canand. .... 100	500,000	F. & A.	Feb. '73 24	Rensselaer & Saratoga. .... 100	6,000,000	J. & J.	Jan. '73 4				
Elmira & Williamsport. .... 50	500,000	M. & N.	Nov. '72 2	Rich. & Genesee Val. .... 100	557,500	J. & J.	Jan. '73 4				
Erie Railway. .... 100	78,000,000	J. & J.	Jan. '73 11	Rome, Watert. and Ogd. .... 100	2,993,900	J. & J.	Feb. '73 56				
Erie and Pittsburg. .... 100	8,539,910	J. & J.	Mar. '73 5	Rutland. .... 100	2,700,000	F. & A.	Feb. '73 34				
Erie and Pittsburg. .... 100	1,090,250	M. & S.	Dec. '72 14	St. Croix and Penobscot. .... 100	4,300,000	F. & A.	Feb. '73 34				
Fitchburg. .... 100	4,000,000	J. & J.	Jan. '73 4	St. L., Alt. & T. Santa. .... 100	2,300,000	J. & J.	July '71 2				
Georgia. .... 100	4,156,000	J. & J.	July '72 4	St. L., Kan. C. & North. .... 100	12,000,000	F. & A.	May '68 7				
Grand River Val. guar. .... 100	1,000,000	J. & J.	July '72 4	St. Louis and Iron Mt. .... 100	10,000,000	F. & A.	May '68 7				
Grand Trunk, (Ca.). .... 100	14,367,948	A. & O.	Oct. '72 34	St. L., Kan. C. & North. .... 100	12,000,000	F. & A.	May '68 7				
Great Western, (Ca.). .... 100	19,237,404	A. & O.	Oct. '72 34	Saratoga and Schenec. .... 100	300,000	A. & O.	Oct. '72 34				
Hannibal & St. Joseph. .... 100	4,151,700	F. & A.	Aug. '70 34	Schuykill Valley. .... 50	678,050	J. & J.	July '72 24				
Hannibal & St. Joseph. .... 100	6,078,224	Annual	Aug. '70 7	Seaboard and Roanoke. .... 100	1,151,400	M. & N.	Nov. '70				
Hanover Branch, (Ca.). .... 50	110,450	M. & N.	Nov. '72 5	Shamokin V. & Port. .... 50	589,450	F. & A.	Feb. '73 3				
Harlem Extension. .... 100	4,000,000	J. & J.	Jan. '73 3	Shore Line. .... 100	995,800	J. & J.	Jan. '72 54				
Harrisburg & Lancaster. .... 50	1,182,500	J. & J.	Jan. '73 4	South Branch (N. J.). .... 100	438,300	J. & J.	Jan. '72 3				
Housatonic, pref. .... 100	1,180,000	J. & J.	Jan. '73 4	South Carolina. .... 100	5,518,275	F. & A.	Feb. '72 1				
Huntingdon & B'd Top. .... 50	618,000	J. & J.	Jan. '73 4	South Western, (Ga.). .... 100	5,939,900	F. & A.	Feb. '72 1				
Huntingdon & B'd Top. .... 50	218,350	J. & J.	Jan. '73 4	Staten Island. .... 100	600,000	J. & J.	July				



## NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstanding.	Rate.	Payable.	PAY- ABLE.	Market Price.
<b>National Securities Mar. 1, 1873.</b>						<b>Massachusetts—(\$30,712,882):</b>					
Loan of June 14, 1868.....registered	\$6,045,000	5	Jan. & July.	1874	110	.. State (public works) scrip.....	706,000	5	Various.	'72-'80	..
.. coupon	13,955,000	5	"	1874	110	.. State (public works) scrip.....	364,000	5	June & Dec.	'72-'77	..
Loan of February 8, 1861.....registered	13,754,000	5	Jan. & July.	1880	116 1/2	.. Union Fund Loan, 1861.....	2,800,000	5	Jan. & July.	'72-'76	..
.. coupon	4,661,000	5	"	1880	118 1/2	.. Union Fund Loan, 1862.....	600,000	5	"	'77-'78	..
Oregon War Bonds of March 2, 1861.....coupon	945,000	5	Jan. & July.	1881	109 1/2	.. Coast Defense Loan, 1863.....	888,000	5	"	1883	99 1/2
Loan of July 17, and Aug. 5, 1861.....registered	125,608,050	5	Jan. & July.	1881	116 1/2	.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	101 1/2
.. coupon	63,813,300	5	"	1881	118 1/2	.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	"	1894	..
Loan of Feb. 25, 1862 (5-20s).....registered	31,442,700	5	May & Nov.	1882	115 1/2	.. War Loan (5-20), cur. 1866.....	2,551,500	5	Mar. & Sept.	1886	..
.. coupon	234,518,600	5	"	1882	115 1/2	.. R. R. & Hoosac T. bonds, £1,448,700 stg.....	7,175,451	5	April & Oct.	'88-'93	..
Loan of March 3, 1863.....registered	53,480,450	5	Jan. & July.	1881	110 1/2	.. R. R. & Hoosac Tunnel bonds, dollar.....	1,166,500	5	"	'90-'93	..
.. coupon	21,519,550	5	"	1881	118 1/2	.. Loan (B. H. & Erie R. R.) £743,600 stg.....	3,599,024	5	Jan. & July.	1900	..
Loan of March 3, 1864 (5-20s).....registered	2,298,000	5	May & Nov.	1884	115 1/2	Michigan—(\$2,332,293):					
.. coupon	33,144,550	5	May & Nov.	1884	115 1/2	.. Canal Bonds, 1859.....	81,000	5	Jan. & July.	1879	..
Loan of June 30, 1864 (5-20s).....registered	34,916,700	5	"	1884	115 1/2	.. \$2,000,000 Loan Bonds, 1863.....	445,000	5	"	1873	..
.. coupon	36,734,850	5	"	1884	115 1/2	.. \$2,000,000 Loan Bonds, 1863.....	431,000	5	"	1878	96 1/2
Loan of March 3, 1865 (5-20s).....registered	119,214,950	5	Jan. & July.	1885	116 1/2	.. \$2,000,000 Loan Bonds, 1863.....	718,000	5	"	1883	..
.. coupon	59,038,350	5	"	1885	114 1/2	.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	..
.. 2d series (5-20s).....registered	149,757,250	5	"	1885	114 1/2	.. Bounty (War) Bonds, 1866.....	160,000	7	Jan. & July.	1878	..
.. coupon	90,984,350	5	Jan. & July.	1887	114 1/2	Minnesota—(\$350,000):					
.. 3d series (5-20s).....registered	224,877,450	5	"	1887	116 1/2	.. Sioux War Bonds, 1862.....	100,000	7	May & Nov.	1872	..
.. coupon	14,147,000	5	"	1888	115 1/2	.. State Building Bonds, 1867-'68 and '69.....	250,000	7	Jan. & July.	'77-'79	..
.. 4th series (5-20s).....registered	24,489,600	5	"	1888	116 1/2	.. Railroad Bonds (suspended) 1858.....	2,275,000	..	June & Dec.	1883	..
Loan of March 3, 1864, (10-40s).....registered	139,907,350	5	Mar. & Sept.	1904	111 1/2	Missouri—(\$17,669,000):					
.. coupon	54,659,950	5	"	1904	110 1/2	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	94 1/2
Consols of July 14, '70 & Jan. 20, '71 registered	128,685,450	5	F. M. A. & N.	1881	113 1/2	.. Railroad Loans Bonds, 1854-'66.....	1,589,000	6	"	'87-'88	..
.. coupon	71,314,550	5	"	1881	113 1/2	.. S. W. Br. of Pacific R. R. bonds, guar.....	14,496,000	7	"	'74-'90	98 1/2
Consols .. .. registered	..	4 1/2	F. M. A. & N.	1886	..	.. State Bonds, funding, 1867-'68.....	2,727,000	6	"	'76-'91	..
.. coupon	..	4 1/2	"	1886	..	Nevada—(\$660,000):					
Consols .. .. registered	..	4	F. M. A. & N.	1901	..	.. State Bonds, for floating debt.....	660,000	10	Mar. & Sept.	'72-'87	..
.. coupon	..	4	"	1901	..	New Hampshire—(\$2,405,400):					
Dem. Cer. of Mar. 2, '67, and July 25, '68, (cur.)	1,310,000	3	..	Dem.	..	.. War Loan Bonds, July 1, 1861.....	812,000	5	Jan. & July.	'71-'78	..
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	..	Irred.	..	.. War Loan Bonds, July 1, 1864.....	600,000	5	Mar. & Sept.	'84-'89	98 1/2
Certificates of Indebtedness 1870.....(cur.)	678,000	4	..	1875	..	.. War Loan Bonds, Oct. 1, 1866.....	750,000	5	April & Oct.	'72-'74	99 1/2
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'96-'99	114	New Jersey—(\$2,896,200):					
U. S. Notes and Fractional Currency.....	401,376,409	..	..	..	..	.. War Loan Bonds, 1861, tax free.....	1,200,000	5	Jan. & July.	'73-'84	103 1/2
<b>State Securities, latest dates.</b>						.. War Loan Bonds, 1863, tax free.....	1,002,000	5	"	'86-'96	..
Alabama—(\$15,42,000):						.. War Loan Bonds, 1864, tax free.....	584,400	5	"	'97-'02	..
.. Bonds (old and extended), 1866 and '72.....	2,582,800	5	May & Nov.	'88-'92	59	New York—(\$38,121,600):					
.. Bonds (new), '86, '68 and '72.....	2,386,000	5	Jan. & July.	'86-'92	83	.. General Fund Stock.....	900,000	5	J. A. J. & O.	1875	..
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	5	"	'90-'91	..	.. General Fund Stock.....	800,000	5	"	1878	..
.. Railroad Bonds endorsed, 1870 and '71.....	13,600,000	5	"	'90-'91	..	.. General Fund Stock.....	348,107	5	"	pleas.	..
Arkansas—(\$ 0,000,000):						.. General Fund Stock.....	1,189,780	5	"	pleas.	..
.. Funded Bonds, 1869 and '70.....	2,850,000	6	Jan. & July.	'99-'00	43	.. Canal Stock.....	1,105,420	5	"	1874	..
.. Levee Bonds, 1871.....	2,185,000	7	"	1901	..	.. Canal Stock.....	7,408,000	5	"	'72-'73	..
.. Deficiency Bonds, 1872.....	300,000	7	"	1882	..	.. Canal Stock.....	2,572,000	5	"	'74-'76	100 1/2
.. Railroad Aid Bonds, 1869 '70 and '71.....	5,465,000	7	April & Oct.	'89-'91	..	.. Canal Stock.....	880,000	5	"	1877	..
California—(\$3,31,500):						.. Bounty Loan Bonds, 1867, registered.....	20,675,000	7	Jan. & July.	1877	106 1/2
.. Civil Bonds 1857 and '60.....	2,108,000	7	Jan. & July.	'77-'80	..	.. Bounty Loan Bonds, 1867, coupon.....	1,372,000	..	"	1877	107 1/2
.. Bounty and Relief Bonds, 1863 and '64.....	954,500	7	"	'83-'85	..	North Carolina—(\$29,900,045):					
.. State Capital Bonds, 1871.....	250,000	7	"	1891	..	.. State (old) Bonds 1848 to 1869.....	4,738,000	6	Jan. & July.	'72-'92	33 1/2
Connecticut—(\$5,767,500):						.. State (old) Bonds 1848 to 1869.....	3,639,000	6	April & Oct.	'72-'92	..
.. War Loan, July 1, 1861, (10-20s).....	706,700	5	Jan. & July.	1871	..	.. State (new) Bonds, 1867 to 1870.....	3,009,045	6	Jan. & July.	'92-'98	18 1/2
.. War Loan, Jan. 1863 and '64 (20s).....	2,286,000	5	"	'83-'84	99	.. State (new) Bonds, 1867 to 1870.....	1,839,000	6	April & Oct.	'92-'98	..
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	5	April & Oct.	1874	..	.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27 1/2
.. War Loan, Oct. 1, 1865 (20s) tax free.....	1,741,100	5	"	1885	..	.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	25 1/2
Florida—(\$7,728,865):						.. Special Tax Bonds.....	11,407,000	6	"	'98-'99	15 1/2
.. Convention Bonds 1868.....	30,000	5	April & Oct.	1888	..	Ohio—(\$9,022,721):					
.. Bonds, 1-68-'69.....	191,000	5	Various.	'98-'99	..	.. Loan of 1860 Bonds, skg f'd.....	882,894	5	Jan. & July.	1870	..
.. Bonds, 1871.....	210,000	5	Various.	1901	..	.. Loan of 1850 Bonds, skg f'd.....	1,600,000	5	"	1875	99 1/2
.. Loan to Jack, Pensa, & Mob. R. R., 1870.....	4,000,000	5	Jan. & July.	1900	..	.. Loan of 1860 Bonds, skg f'd.....	1,495,369	5	"	1881	..
G.orgia—(\$10,494,500):						.. Loan of 1856 Bonds, skg f'd.....	2,400,000	5	"	1886	106 1/2
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48.....	866,000	5	Various.	'72-'74	..	Oregon—(\$290,527):					
.. Bonds for W. & Atl. R. R. 1842 and 1848.....	276,500	5	Various.	'72-'74	..	.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	..
.. Bonds for Atl. & Gulf R. R. '53, '59, '60 & '61.....	600,000	5	Feb. & Aug.	'78-'81	..	.. Willamette Canal & Lock Bonds of 1870.....	200,000	7	"	1890	..
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	5	"	'81-'86	..	Pennsylvania—(\$23,272,986):					
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	..	.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	..
.. Bonds of Act of Sept. and Oct. 1870.....	4,880,000	7	Various.	1890	80	.. Loan of Feb. 1867 (5-10s).....	3,786,550	5	"	'72-'77 102 1/2	..
.. Railroad endorsements, to July 1872.....	12,000,000	7	Various.	'90-'92	84	.. Loan of Feb. 1867 (5-10s).....	90,400	5	"	'77-'82	..
Illinois—(\$2,133,634):						.. Loan of Feb. 1867 (10-15s).....	7,890,550	5	"	'77-'82 107 1/2	..
.. Interest Bonds, inscribed stock, 1847.....	971,834	5	Jan. & July.	1878	..	.. Loan of Feb. 1867 (15-25s).....	723,950	5	"	'82-'92	..
.. Refunded Stock Bonds, 1859.....	348,000	5	"	'77-'78	..	.. Loan of Feb. 1867 (15-25s).....	9,271,850	5	"	'82-'92 108 1/2	..
.. Thornton Loan Bonds, 1861.....	102,000	5	"	1880	..	.. Inclined Plane Loan, of April 1849.....	400,000	5	April & Oct.	1879	..
.. War Loan Bonds, 1861.....	417,000	5	"	1880	..	.. State Stocks (old).....	1,997,050	5	Feb. & Aug.	1871	..
.. Chicago Relief Bonds, 1871.....	250,000	5	May & Nov.	1881	..	.. (old).....	1,105,420	5	"	'77-'78	..
Kansas—(\$1,338,675):						.. (old).....	..	4 1/2	Jan. & July.	1882	..
.. State Bonds (various) 1863 to 1864.....	110,675	5	Jan. & July.	'83-'84	..	Rhode Island—(\$2,770,000):					
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	..	.. War Bonds of Aug. 1862.....	1,049,000	5	Mar. & Sept.	1882	99 1/2
Kentucky—(\$2,750,510):						.. of Jan. 1863.....	200,000	5	April & Oct.	1893	..
.. State Bonds 1839 and '43.....	160,000	5	Mar. & Sept.	1873	..	.. of June 1863.....	602,000	5	Jan. & July.	1893	..
.. State Bonds, 1840 to 1851.....	683,000	5	April & Oct.	'71-'72	..	.. of May 1864.....	829,000	5	Feb. & Aug.	1894	..
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	5	Various.	'79-'94	..	South Carolina—(\$15,857,327):					
Louisiana—(\$21,214,800):											

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$980,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga. tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
1st Mortgage.....	1,800,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	92 1/2
Albany and Susquehanna:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	98 1/2	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	98	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	"	1881	92 1/2	1st Mortgage coin or stg skg f'd..	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	90
Albany Loan.....	1,000,000	6	"	Albany.	1896	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,068,350	7	April & Oct.	Boston.	1893	96 1/2
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	"	1875	....
Allegheny Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	"	"	1878	....
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1896	92	Stock (common) Bonds.....	980,000	8	April & Oct.	"	1879	....
Special Mortgage to Penn.....	3,500,000	5	"	Harrisburg.	....	87 1/2	Stock (common) Bonds.....	899,500	8	Jan. & July.	"	1894	....
Androscoggin:							Stock (common) Bonds.....	1,377,840	8	"	"	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,587,971	8	Jan. & July.	Boston.	1894	100 1/2
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	70	Burlington and Southwestern:						
Atchison and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	....
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	Cairo and Fulton (Arkansas):						
Atchison, Topeka and Santa Fe:							1st Mort. (R.R. & lands) S. & G. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	87 1/2	Cairo and St. Louis (3 ft. gauge):						
Land Grant Mortgage (gold)....	7,500pm	7	April & Oct.	"	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Atlanta and Richmond Air Line:							Cairo and Vincennes:						
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	88 1/2	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
Atlantic and Great Western:							California Pacific:						
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	"	1902	....	Camden and Atlantic:						
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	"	1902	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Camden.	1873	101
Atlantic and Gulf:							2d Mortgage of 1854.....	500,000	7	April & Oct.	"	1879	....
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Camden and Burlington County:						
Sectional (S. A. & G. R. R.) bonds	310,000	7	"	"	var.	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	"	1888	....	Canada, Michigan and Chicago:						
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	"	"	1889	....	1st Mort. (skg f'd) for \$2,750,000..	....	7	"	New York.	....	....
Atlantic and Lake Erie:							Canada Southern:						
1st Mort. (gold) for \$5,000,000.....	....	7*	Jan. & July.	New York.	1901	....	1st Mort (skg f'd) for \$9,000,000	....	7*	Jan. & July.	New York.	1906	....
Atlantic, Miss. and Ohio (428 m.):							Carthage & Burlington (C.B. & Q.):						
1st Mortgage for \$15,000,000.....	....	7	Jan. & July.	New York.	1901	....	1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	....
Atlantic and North Carolina:							Catawissa:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
Atlantic and Pacific:							1st Mortgage (new).....	1,300,000	7	"	"	1900	101
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Chattel Mortgage.....	208,850	10	"	"	'80-'89	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	"	"	1888	....	Cazenovia and Canastota:						
Atlantic and St. Lawrence:							1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
1st Mortgage (sterling) of 1853....	484,000	6*	May & Nov.	London.	1878	....	Cedar Falls and Minnesota (I. C.):						
2d Mortgage (sterling) of 1864....	1,499,966	6*	April & Oct.	"	1884	....	1st Mort. (C. F. to Waverly).....	294,000	7	April & Oct.	New York.	1884	92
3d Mortgage (sterling) of 1871....	712,932	6*	May & Nov.	"	1891	....	1st Mort. (W. to Minn. Line).....	1,377,000	7	Jan & July.	"	1907	....
Bald Eagle Valley:							Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	89 1/2
2d Mortgage.....	100,000	7	"	"	1884	....	1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	"	"	1894	8 1/2
Baltimore and Ohio:							1st Mortgage 3d Div. \$16,000 p.m.	2,332,000	7	May & Nov.	"	1916	87 1/2
Loan of 1855-'75.....	863,250	6	Jan. & July.	Baltimore.	1875	97 1/2	Central Branch Union Pacific:						
Loan of 1850-'80.....	679,500	6	"	"	1880	96 1/2	1st Mort. (Atch. & Pike's Peak).....	1,600,000	6*	May & Nov.	New York.	1895	....
Loan of 1855-'86.....	1,710,500	6	April & Oct.	"	1885	97 1/2	2d Mortgage Govern't subsidy.....	1,600,000	6	Jan. & July.	"	1895	....
Loan of 1870-'90 (Balt.) skg f'd..	3,645,683	6	Jan. & July.	"	1890	....	Central of Georgia:						
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
2d Mort. (N. W. Va. R. R.) assumed	3,855,500	6	Jan. & July.	Baltimore.	1873	100	Central of Iowa:						
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	"	"	1885	92	1st Mortgage, gold, \$16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	81 1/2
Baltimore and Potomac:							2d Mortgage, gold, \$4,000 p.m. ..	812,000	7*	April & Oct.	"	1901	79
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Central of New Jersey:						
1st Mortgage (R. R.) gold guar....	3,500,000	6*	April & Oct.	"	1911	....	2d (now 1st) Mortgage (balance).....	170,000	7	May & Nov.	New York.	1875	100
Bangor and Piscataquis:							New Mortgage for \$5,000,000....	4,824,000	7	Feb. & Aug.	"	1890	103 1/2
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mort. (Bangor loan) extens'n	122,000	7	"	"	1901	....	Central Ohio (B. & O.):						
Bay City and East Saginaw:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	86 1/2
1st Mort. guar. by F. & P. M. R. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Central Pacific of California:						
Bedford and Bridgeport:							1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	104
1st Mortgage.....	600,000	8	April & Oct.	Philadelphia.	1891	....	Convertible 20 years bonds, gold	1,500,000	7*	"	"	1883	100
Belfast and Moosehead Lake:							State Aid B'ds (Int. by State) gold	1,500,000	7*	"	"	1885	110 1/2
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Western Pacific) gold	2,735,000	6*	"	"	1899	....
Belleville and Southern Illinois:							1st Mort. (Calif. & Oregon) gold	6,000,000	6*	"	"	'89-'91	....
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	95	1st Mort. (S. Fr. Okld & Ala.)..	1,500,000	5*	"	San Francisco	1890	....
Beloit and Madison (C. & N. W.):							1st Mort. (San Joaquin V. D.) gold	6,030,000	6*	April & Oct.	New York.	1900	....
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	Land bonds (Cen. Pac. Co.) gold	9,152,000	6*	"	"	1890	....
Belvidere Delaware:							Charleston and Savannah:						
1st Mortgage (guar. by C. & )	1,000,000	6	June & Dec.	New York.	1877	95	1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	....
2d Mortgage (A. Co. and )	499,500	6	March & Sept.	Princeton.	1885	84	Funded Interest on 1st Mort.....	157,400	7	"	"	1889	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81	Charlotte, Columbia & Augusta:						
Blue Ridge, (S. Car.):							1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Chartiers:						
Boston and Albany:							1st Mort., guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105	Cheraw and Darlington:						
Boston, Clinton and Fitchburg:							1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	\$1,000,000	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	1877-87	....
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....	Cinc. Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	88
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102 1/2	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	103 1/2	1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	" "	1877	90
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	96 1/2	Cincinnati and Springfield:						
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....	1st Mortgage for \$2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
2d Mort. ( " )	188,000	7	Jan. & July.	" "	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$6,000,000	.....	7	— & —	New York.	1901	....
Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1888	110 1/2	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1888	....	1st Mortgage for \$16,000 p. m. ...	.....	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....	Clev. Col. Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold..	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,064,000	7	May & Nov.	New York.	1899	102 1/2
Loan of 1872.....	2,500,000	7	Jan. & July.	Boston.	1896	94 1/2	1st Mort. (C. U. and O. R. R.)..	323,000	7	June & Dec.	" "	1871-84	....
1st Mort. (Am. Cen. R.R.) guar.	788,000	8	" "	New York.	1878	....	1st Mort. (Bell. and Ind. R.R.)..	616,000	7	Jan. & July.	" "	1870-96	....
1st Mort. (Peo. & Han.) guar.....	600,000	8	" "	" "	1878	....	Clev. & Mahoning (A. & G. Wtn.):						
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....	1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1878	....
1st Mort. (Dix. Peo. & Han.) guar.	800,000	8	Jan. & July.	" "	1889	95 1/2	3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	" "	1879	....	1st Mort. (Branch) 1863.....	71,000	7	Jan. & July.	" "	1873	....
1st Mort. (Quincy & War.) guar....	800,000	8	Jan. & July.	" "	1890	100 1/2	Clev. Mt. Vernon and Delaware:						
1st Mort. (O. O. & Fox Rv.) guar.	1,250,000	8	" "	" "	1900	100	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar....	960,000	8	April & Oct.	" "	1890	99 1/2	Cleveland and Pittsburg (Pa. Co.):						
Chicago, Cincinnati and Louisville:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	100
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	98 1/2
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	85
1st Mort. guar. C. B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80	Consol. sinking fund guar.....	628,000	7	May & Nov.	" "	1900	97
Chicago, Danville and Vincennes:							Colebrookdale:						
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1909	90	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
1st Mortgage (Ind. Div.) gold.....	1,500,000	7*	" "	" "	1912	....	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:							1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78 1/2	Columbus, Chicago & Ind. Cent.:						
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund....	15,344,750	7	April & Oct.	New York.	1908	91 1/2
1st Mortgage for \$19,000 p. m....	.....	8	March & Sept.	New York.	1900	....	2d Mortgage Consol. skg fund....	3,679,900	7	Feb. & Aug.	" "	1909	73
Chicago and Iowa:							Columbus, Springfield and Cin.:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	95	1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Iowa and Nebraska:							Columbus and Hooking Valley:						
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	....	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage (Branch).....	300,000	7	Jan. & July.	" "	1880	....
Chicago and Northwestern:							General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Preferred sinking fund (193 m.)..	1,245,500	7	Feb. & Aug.	New York.	1885	102 1/2	Columbus and Xenia:						
Funded coupons (193 m.).....	755,000	7	May & Nov.	" "	1888	97 1/2	1st Mortgage, guar. by Pa. Co....	302,000	6	March & Sept.	New York.	1890	....
General 1st Mortgage (193 m.)...	3,588,000	7	Feb. & Aug.	" "	1885	98	Connecticut and Passumpsic Riv.:						
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	96 1/2
Green Bay Ext. (26 m. & 76,000 ac.)	300,000	7	" "	" "	1885	....	Notes payable, conv. at par....	594,000	7	" "	" "	1876	100
Equipm't (Engs. & Cars \$400,000)	101,000	7	April & Oct.	" "	1874	....	1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	" "	1889	....
1st Mort. (Gal. & Chic. 248 m.)...	1,785,000	7	Feb. & Aug.	" "	1882	101	Connecticut River:						
2d Mort. (Gal. & Chic. 248 m.)...	948,000	7	May & Nov.	" "	1875	98	1st Mortgage skg fund.....	250,000	7	March & Sept.	Boston.	1878	....
Miss. Riv. Bridge ( " ).....	200,000	7	Jan. & July.	" "	1884	....	Connecticut Valley:						
Elgin & State Line ( " ).....	135,000	7	" "	" "	1878	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Peninsula 79 m. & land)	767,000	7	March & Sept.	" "	1898	95	Connecticut Western:						
Consol. skg fund (C. & N.W.R.R.)	2,530,000	7	F. M. A. & N.	" "	1915	90 1/2	1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Equipm't (Eng & Cars \$2,750,000)	275,000	10	May & Nov.	" "	1871	....	Connecting (Philadelphia):						
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....	1st Mort. ABD & E \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4.	88 1/2
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....	Cooperstown and Susq. Valley:						
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	93 1/2	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....	Cowanessque Valley:						
3d Mort. ( " ) guar.....	10,500	7	June & Dec.	" "	1898	....	1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93	Cumberl'd & Penn. (Consol. Coal):						
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....	1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
Chicago & Northern Pac. Air-Li.:							2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
1st Mort. (skg fd gold \$25,000pm)	.....	7*	June & Dec.	New York.	1902	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Sept. 1, '99, \$16,000pm	1,350,000	8	May & Nov.	New York.	1889	77	2d Mortgage.....	109,500	8	" "	" "	1908	....
1st Mort. of Nov. 1, '71, \$16,000pm	.....	8	March & Sept.	" "	1891	....	Plain bonds.....	81,800	6	Jan. & July.	" "	1884	....
Chicago, Omaha and St. Joseph:							Danbury and Norwalk:						
1st Mortgage for \$8,000,000.....	.....	8	April & Oct.	New York.	1901	....	1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York.	1880	....
Chicago and Paducah (C. B. & Q.):							1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
1st Mortgage \$26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....	Danv., Hazleton & Wilkesbarre:						
Chi., Pekin & Southwtrn (C.B. & Q.)							1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
1st Mortgage for \$1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....	Davenport and St. Paul:						
Chicago, Rock Island and Pacific:							1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....	Dayton and Michigan (C.H. & D.):						
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7*	" "	" "	1896	102	1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
Chi. & Southwtrn (C., R.I. & Pac.):							2d Mortgage, guar.....	642,000	7	March & Sept.	" "	1887	....
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	107	3d Mortgage, guar.....	700,000	7	April & Oct.	" "	1888	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....	Toledo Depot bonds guar.....	169,500	7	March & Sept.	" "	1881-94	....
Chicago & Wisconsin Midland:							Dayton and Union:						
1st Mort. g'd skg fd for \$41,000,000	.....	7*	Jan. & July.	New York.	1902	....	1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
Chicago and Superior:							2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct										

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$1,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	....
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
2d Mortgage.....	300,000	8	Jan. & July.	"	1891	....	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	101
1st Mortgage (consolidation)....	3,000,000	8	April & Oct.	Boston.	1896	....	2d Mortgage.....	948,000	7	May & Nov.	"	1875	98
Detroit and Milwaukee:							Elgin and State Line Purchase..	135,000	6	Jan. & July.	"	1878	....
1st Mortgage, (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	"	"	1884	....
2d Mortgage ( " ).....	1,000,000	8	"	"	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	....
2d Funded Coup. ( " ).....	375,734	7	"	"	1875	....	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R.R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	"	New York.	1873	....	2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....
Detr. & Pontiac R.R. bonds.....	250,000	7	"	"	1878	....	Goshen and Deckertown:						
Detr. & Pontiac R.R. bonds.....	250,000	8	Feb. & Aug.	"	1886	....	1st Mortgage.....	225,500	7	Jan. & July.	New York.	1888	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):							Grand Rapids & Indiana:						
1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1876	97 1/2	1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
Dubuque and Sioux City:							1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	93	Grand River Valley (Mich. C.):						
Dubuque Southwestern:							1st Mort., assumed by Lessees...	1,500,000	8	Jan. & July.	New York.	1886	....
1st Mortgage, guar. by Ill. Cen..	450,000	7	April & Oct.	New York.	1883	....	2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	100 1/2
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	....	Grand Trunk (Ca.):						
Dunkirk, Warren and Pittsburg:							Equipment Bonds \$500,000.....	2,508,000	6*	April & Oct.	London.	....	....
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....	Equipment Bonds No. 2 \$270,500	1,350,000	6*	"	"	....	....
Dutchess and Columbia:							Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....	1st Preference Bonds \$2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
East Alabama and Cincinnati:							2d Preference Bonds \$1,685,765	8,428,825	4*	"	"	....	....
1st Mort. end. \$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....	Provincial Debent's \$3,111,500	15,567,500	.....	.....	Ottawa.	....	....
East Brandywine & Waynesburg:							Great Western of Canada:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
2d Mortgage.....	35,000	8	"	"	1873	....	Common (Company) Bonds.....	1,384,117	4	"	"	'72-'73	....
East Pennsylvania (Ph. & Rdg.):							Common ( " ) Bonds.....	2,993,975	6	May & Nov.	"	'73-'76	....
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	98 1/2	Common ( " ) Bonds.....	2,662,067	5 1/2	April & Oct.	"	'77-'78	....
East Tenn. & Georgia (E.T.V. & G.):							Common ( " ) Bonds.....	4,867	5	"	"	1881	....
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....	Common ( " ) Bonds.....	3,650,000	6	June & Dec.	"	1890	....
East Tenn. & Vir. (E.T.V. & Ga.):							Greenville and Columbia:						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....	1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
East Tennessee, Virginia & Ga.:							1st Mortgage not guaranteed....	376,768	7	"	"	'81-'86	....
1st Mort., skt fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	90 1/2	Greenwich and Johnsonville:						
Eastern (Mass.):							1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
English Loan, July 1, 1882.....	383,000	6*	Jan. & July.	London.	1872	....	Hackensack & New York Ext.:						
Loan of 1864-'74.....	750,000	6	Feb. & Aug.	Boston.	1874	97	1st Mortgage, \$10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94 1/2	Hannibal and Naples (T.W. & W.):						
Loan of 1866-'85.....	160,000	6	April & Oct.	"	1885	....	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	96 1/2
Loan of 1868-'88.....	600,000	6	March & Sept.	"	1888	91 1/2	2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	90	Hannibal & Central Missouri:						
Loan of 1872-'82.....	1,500,000	7	"	"	1882	100 1/2	1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	88
Eastern Shore (Md.):							2d Mortgage.....	250,000	7	Feb. & Aug.	"	1890	....
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	Hannibal and St. Joseph:						
2d Mortgage.....	180,000	6	April & Oct.	"	1886	....	Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	91 1/2
Elizabethtown and Paducah:							Missouri State Loan.....	1,500,000	6	"	"	'87-'88	....
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	Six years Mortgage bonds (222m)	5,000	10	"	"	1872	....
Elmira and Williamsport (N.Cen.):							Five years' notes (277 m.).....	139,300	8	Various.	"	1874	....
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	94 1/2	Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	"	1885	89 1/2
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	60	1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1886	....
Erie Railway:							1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	"	1886	100
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1897	103	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	100	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1888	....
3d Mortgage.....	6,000,000	7	"	"	1883	98	Harlem Extension:						
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1880	97 1/2	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
5th Mortgage convertible.....	926,500	7	June & Dec.	"	1888	94 1/2	Harrisburg & Lancaster:						
Buffalo Branch, 1st mortgage....	186,400	7	Jan. & July.	"	1891	....	1st Mortgage, guar. by Pa. Co..	700,000	6	Jan. & July.	Philadelphia.	1883	92
Sterling Loan (\$1,000,000) conv.	4,544,400	6*	March & Sept.	London.	1875	....	Hartford and New Haven:						
Consol. Mort. for \$30,000,000, g'd	3,000,000	7*	"	NY & London.	1920	95	1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....	1st Mort. (R. L. 26.32 m.) skt fund	481,000	7	Jan. & July.	Providence.	1876	....
Erie and Pittsburg (Penn.):							1st Mort. (Conn. 96.04 m.) skt f d.	1,574,500	7	"	Hartford.	1876	....
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....	Holly, Wayne & Monroe (F&P.M.):						
2d Mortgage.....	115,200	7	March & Sept.	"	1890	....	1st Mortgage guar., tax free....	1,000,000	8	Jan. & July.	New York.	1901	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	"	1893	....	Holyoke and Westfield:						
Equipment Mortgage.....	600,000	7	April & Oct.	"	1890	....	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
European & N. American (Me.):							Housatonic:						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bos.	1877	....
1st L.M. & 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899	87	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	....
Evansville and Crawfordville:							3d Mortgage of 1869.....	100,000	6	April & Oct.	"	1889	....
1st Mortgage (main line) skt fund	1,004,000	7	Jan. & July.	New York.	1889	....	Houston and Texas Central:						
1st Mortgage.....	1,004,000	7	March & Sept.	"	1889	....	1st Mortgage L.G. skt fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	"	1881	....	Hudson River (N.Y. Cen. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1876	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	104
Evansville, Terre Haute & Chi.:							3d Mortgage.....	180,000	7	May & Nov.	"	1885	....
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....	Hudson Connecting (NY & O Mid):						
Fall River, Warren & Providence:							1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....	Huntingdon and Broad Top Mt.:						
Flint and Pere Marquette:							1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	105
Land Mort. 1st series (65,24													



# AMERICAN RAILROAD BOND LIST.

305

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1888	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869.....	\$1,800,000	7	April & Oct.	New York.	1879	....
1st Mortgage (I. C. & L. F.) of 1887	2,770,000	7	Feb. & Aug.	"	1897	....	Consol. registered July 1, 1870....	3,699,000	7	J. A. J. & O.	"	1900	99 1/2
1st Mortgage ( " ) of 1889	1,566,000	7	June & Dec.	"	1899	....	Consol. coupon July 1, 1870.....	1,334,000	7	Jan. & July.	"	1890	101
Indianapolis and St. Louis:							Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	"	1890	90
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1916	....	Sunbury July 1, 1854.....	500,000	7	Jan. & July.	"	1874	....
1st Mortgage.....	2,000,000	7	March & Sept.	"	1916	....	Reg. Jan. 1, 1855 C.P. & A. R.R.	1,000,000	7	"	"	1880	97 1/2
1st Mortgage.....	1,000,000	7	April & Oct.	"	1916	....	3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	"	1892	90
2d Mortgage.....	1,000,000	7	"	"	1900	....	1st Mort. (June R.R.) Dec. 1, 1862	115,000	7	June & Dec.	"	1872	....
Equipment Mortgage.....	500,000	8	Jan. & July.	"	1881	....	Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	"	1885	103
Iowa Eastern:							Mort. April 1, 1866	884,000	7	April & Oct.	"	1886	98 1/2
1st Mortgage gold.....	14,000pm	7*	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	"	1885	104
Iowa Falls & Sioux City (Ill. Cen.):							2d Mort. Oct 31, 1867	2,693,000	7	"	"	1877	99 1/2
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	....	Mort. Nov. 1, 1868	100,000	7	May & Nov.	"	1873	....
Iowa Midland (C. & N. W.):							Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	"	1882	98
1st Mort., \$16,000 guar.....	.....	8	Feb. & Aug.	New York.	1900	105 1/2	Mort. Sept. 1, 1866	300,000	7	March & Sept.	"	1886	....
Ironton (Penna.):							Mort. April 1, 1868	3,000,000	7	April & Oct.	"	1898	98
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	97 1/2
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	"	1870	....
1st Mortgage gold, skg fund.....	600,000	7*	Jan. & July.	New York.	1890	101	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	"	"	1887	....
Jackson, Lansing & Saginaw (MO):							1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	"	"	1887	....
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1886	108	1st M. July 1, '68 (Kal. Atl. & Gr.R.)	840,000	8	"	"	1888	95
2d Mortgage.....	500,000	8	March & Sept.	"	1888	....	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	"	"	var	....
1st Mortgage, Northern Ext.....	940,000	8	May & Nov.	"	1890	....	2d Mort. Jun. 1, 1869	500,000	7	June & Dec.	"	1894	....
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Chi.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.....	600,000	7	April & Oct.	Philadelphia.	1865	....
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	....	Leavenworth, Lawr. & N. West'n:						
2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....	1st Mort. guar. by Pac. of Mo....	355,000	7	Feb. & Aug.	New York.	1899	....
Jefferson (Erie):							Leaven. Lawrence & Galveston:						
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	....	1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	77 1/2
2d Mort. ( " ).....	94,000	7	"	"	1889	....	Lehigh and Lackawanna:						
1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1889	....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1908	....	1st Mortgage (old loan).....	902,000	6	May & Nov.	Philadelphia.	1873	101 1/2
2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....	1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	95 1/2
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1882	....	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	"	1910	103
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	"	1873	....	Lexington & St. Louis (P. of Mo.):						
Joliet and Chicago (C. & Alton):							1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1890	....
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1882	....	Little Miami:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Street Connection Bonds.....	500,000	6	Jan. & July.	"	1894	....
Junction (Cin. & Indianapolis):							Little Rock and Fort Smith:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	1st Mortgage gold.....	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31 1/2
2d Mortgage.....	795,000	7	March & Sept.	"	1893	....	Land Grant sinking fund.....	5,000,000	7	April & Oct.	"	1900	31 1/2
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	"	1884	....	Little Schuylkill (Phila. & Rdg.):						
Junction, Philadelphia:							1st Mortgage, guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	99 1/2
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Logansport, Crawf. & S'west Ind:						
2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	....	1st Mortgage gold.....	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Junction and Breakwater:							Long Br. and Sea Shore (N.J. So.):						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1889	....
Kalamazoo, Allegan & Gr. Rapids:							Long Dock (Erie):						
1st Mort. assumed by L.S. & M.S.O.	840,000	8	Jan. & July.	New York.	1888	95	1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	95 1/2
Kalamazoo and Schoolcraft:							Long Island:						
1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	92
Kalamazoo, & S. Haven (M. Cen.):							1st Mortgage (Extension).....	175,600	7	Feb. & Aug.	"	1890	....
1st Mortgage guar. by lessees....	640,000	8	May & Nov.	Boston.	1889	100	1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
Kalamazoo & White Pigeon:							General Mortgage.....	775,000	7	"	"	1899	....
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....	Louisville & Miss. Riv. (Ch. & Al):						
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....	Louisville, Cin. and Lexington:						
2d Mort. ( " ).....	150,000	10	"	"	1878	....	1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
1st Mort. (St. Jo. & CB. 78 m.) ev. t. fr.	1,400,000	10	March & Sept.	"	1892	....	2d Mortgage for \$1,000,000.....	345,000	8	April & Oct.	"	1900	....
2d Mort. ( " ).....	539,500	8	June & Dec.	"	1874	....	Louisville and Nashville:						
1st Mort. (Mo. Valley 130 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mort. ( " ).....	1,000,000	7*	"	"	1893	....	1st Mortgage (Memph Br. 46.37 m.).	139,000	7	May & Nov.	"	'72-'76	....
Consolidated Mort. (260 m.) conv.	687,000	8	March & Sept.	"	1892	....	1st Mort. (Leb. Br. Ext. 73.2 m.).	88,000	7	"	"	'80-'86	....
Kansas City & Santa Fe (L. & G.):							Consol. M. for \$5,000,000 (392 m.).	6,647,000	7	April & Oct.	"	1898	95
1st Mortgage guar. by Lessees....	2,000,000	10	May & Nov.	Boston.	1900	....	Louisv. N. Al. & St. Lo. Air-Line:						
Kansas Pacific:							1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	"	New York.	1901	....
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85	Macon and Augusta:						
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1896	86	1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'83-'91	....
1st M. (3d Div. 244.66 m. & 3,000,000 a.)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102 1/2	1st Mortgage not guaranteed...	100,000	7	"	"	1890	....
1st Mortgage (1,000,000 acres)...	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....	Macon and Brunswick:						
1st Mortgage (2,000,000 acres) gold	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86	1st Mort. ".....	680,000	7	May & Nov.	"	1900	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	"	U. S. Treas.	'95-'97	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1883	....
3d Mortgage (Income).....	4,275,359	7	March & Sept.	"	1916	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
Kent County (Del.):							Macon and Western:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	85	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	"	1880	....
Kentucky Central:							Maine Central:						
1st Mortgage (Cov. & Lex.) 1852.	123,000	7	March & Sept.	New York.	1872	....	Consolidated Mort. for \$7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
2d Mortgage ( " ).....	844,000	7	"	"	1883	....	\$1,100,000 Loan, tax free.....	746,300	7*	Jan. & July.	"	1898	94
3d Mortgage (Kent. Cen.) 1868.	227,000	7	June &										

# AMERICAN RAILROAD JOURNAL

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	....	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N. S.)						
Massillon & Cleve. (C.M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	72
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold.....	500,000	6*	April & Oct.	Nashville.	1887	....
Maysville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N.J.)						
1st Mortgage, Convertible.....	1,298,000	7	March & Sept.	New York.	1890	86	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Strattsville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1887	....
1st Mortgage (E. Div.) \$15,000 p.m.		8	Jan. & July.	Boston.	1890	100	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$600,000.....		7	Jan. & July.	New York.	1889	....
1st Mortgage, convertible.....	558,000	8	April & Oct.	New York.	1882	....	New H., Middle't'n & Willman:						
1st Mortgage, sinking fund conv.	2,204,000	8	"	"	1882	115	1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	4,500,000	7	May & Nov.	"	1902	99	New Haven & Northampton:						
1st Mort. (M. Air L. W. D.) ass'd	1,900,000	8	Jan. & July.	"	1890	106	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....	Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. ( " ) guar.	500,000	8	March & Sept.	"	1879	100	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (Knl. & So. Hav.) t. f. guar	640,000	8	May & Nov.	"	1889	....	New Jersey See United Compan's.						
2d Mort. ( " ) guar..	70,000	8	"	"	1889	....	New Jersey Midland (N.Y. & O.M.):						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1896	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1880	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Unionv. & W. Gap (E.)							New Jersey Southern:						
1st Mortgage tax free.....	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	74
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)..	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000....		7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	86	2d Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	"	1874	92	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.).....	3,793,000	7	Jan. & July.	"	1897	87	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	207,000	7	"	"	1870	90	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	87	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	105	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,315,000	7.3	"	"	1898	95	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	233,000	7	March & Sept.	"	1873	....	1st M. (N. O. T. 227 mskg fd. ....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	234,000	7	Jan. & July.	"	1891	....	1st M. ( " ) gold skg fd.....	7	"	"	N. Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	"	"	....	....	2d Mortgage, endorsed by La....	2,825,000	8	"	New York.	1915	....
Milw. Manitowoc & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....		7	"	"	1891	....	1st Mortgage gold, for \$3,000,000		7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern:							New York Central & Hudson R.:						
1st Mortgage for \$13,000 p.m.....		8	June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central)....	5,936,626	6	May & Nov.	New York.	1883	94
Mineral Point:							Bonds for debts ass'd (N. Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	102
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. S. t. ( " )	76,000	6	May & Nov.	"	1883	....
Minneapolis & Duluth (L. S. & M.)							Bonds for R. R. stocks ( " )	592,000	6	"	"	1883	87
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate ( " )	162,000	6	"	"	1883	87
Minneapolis & St. L. (L. S. & M.)							Bonds of 1854 renewed ( " )	2,900,000	6	June & Dec.	"	1887	91
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. ( " ) S. F. ....	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000 p.m	7*	Jan. & July.	New York.	1895	....	3d Mort. ( " ) ( " ) ..	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of '71, tax free (N.Y.C. & H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1879-71	....	Consol. Mort. for \$10,000,000..		7	"	"	1902	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$8,000,000 gold		7*	May & Nov.	"	1912	....	1st Mortgage of 1863.....	3,000,000	7	May & Nov.	New York.	1873	102
Mississippi, Ouachita & Red Riv.							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1868	....
1st Mortgage gold.....	1,860,000	7*	"	"	....	....	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,000,000	7*	"	"	....	....	Bonds of 1863, unsecured.....	106,000	7	"	"	1878	....
State (Ark.) subsidy \$10,000 p.m.	1,560,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1860.....	600,000	7	April & Oct.	"	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1860.	1,181,600	8	Jan. & July.	"	181-98	....	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	99
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p. m.....		8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	85
1st Mortgage gold, sinking fund.		7*	Jun. & Dec.	"	1910	....	2d Mortgage non-convertible...	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1873-76	....
1st Mort. (Teb. & Neesho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	16,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000..	732,000	7	"	"	1890	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	86	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74	1st Mortgage gold, \$35,000 p. m.		7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A.M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	2d Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
Interest bonds.....	371,800	8	"	"	1883	....	North Eastern (S. Car.):						
Interest (sterling) bonds.....	755,040	6*	"	"	1883	....	1st Mortgage of Sept. 1, 1869..	820,000	7	March & Sept.	Charleston.	1899	....
2d Mort. (Income Liquidation)..	943,121	8	March.	Mobile.	1877	....							



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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:													
1st Mort. on R.R. & lands gold.	50,000pm	7.3	Jan. & July.	New York.	1900	100	Perkiomen (Phila. & Rdg):						
Norwich & Worcester (B.H. & Co.):							1st Mortgage, guaranteed.	\$619,000	6	April & Oct.	Philadelphia.	1897	85
1st Mort. Mass. Loan.	\$400,000	6	Jan. & July.	Boston.	1877	...	Perth Amboy & Woodbr. (C.&A.):						
Plain bonds.	200,000	7	"	"	1874	...	1st Mortgage.	100,000	6	Feb. & Aug.	New York.	1874	...
Machine shop &c., bonds.	150,000	7	"	"	1877	...	Petersburg:						
Nyack and Northern:							1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	1890	...
1st Mortgage.	100,000	7	Jan. & July.	New York.	1890	...	Philadelphia and Baltimore Cent.:						
Ogdensburg and Lake Champlain:							1st Mortgage (Penn. Div. 361 m.).	800,000	7	Jan. & July.	Philadelphia.	1879	...
Equipment Mortgage.	300,000	8	Jan. & July.	Boston.	1878	...	1st Mortgage (Md. Div. 91 m.).	300,000	6	April & Oct.	"	1891	...
Equipment Mortgage.	200,000	8	"	"	1879	100	2d Mortgage (Pa. & Md. 46 m.).	400,000	7	Jan. & July.	"	1900	...
Sinking Fund Bonds.	600,000	8	March & Sept.	"	1890	98	Philadelphia and Reading:						
Ohio and Mississippi:							Loan of 1868.	1,139,500	6	Jan. & July.	Philadelphia.	1898	80
1st Mortgage, (E. Div.).	2,050,000	7	Jan. & July.	New York.	1872	...	Loan of 1870, convertible.	28,000	7	"	"	1890	...
1st Mortgage, (W. Div.).	850,000	7	"	"	1872	...	Mortgage Loan of 1857, conv.	96,000	6	"	"	1886	...
2d Mortgage, (W. Div.).	534,000	7	"	"	1874	87	Mort. Loans of 1843-44-45 & 49.	1,521,000	6	"	"	1880	95
Income Mort., (W. Div.).	221,500	7	April & Oct.	"	1882	...	Mortgage Loan of 1868.	2,700,000	7	April & Oct.	"	1893	104
Consolidated Mort.	2,761,000	7	Jan. & July.	"	1898	92	Mortgage Loan of 1836 stg.	182,400	5	Jan. & July.	London.	1880	...
Consolidated Mort. (sterling).	101,850	7	"	London.	1898	...	Mortgage Loan of 1843 stg.	976,800	6	"	"	1890	...
Oil Creek and Allegheny River:							Mortgage Loan of 1836 stg.	177,600	7	"	"	1874-77	...
1st Mortgage (O. C. R. R.).	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Dollar coupon.	7,696,000	7	June & Dec.	Philadelphia.	1911	101
1st Mortgage (War. & Phil.).	580,000	7	April & Oct.	"	1882	80	Consolidated Dollar registered	3,414,000	7	"	"	1911	108
Consolidated Mortgage.	1,100,000	7	May & Nov.	"	1888	77	Mortgage Gold or stg coupon.	7,000,000	6	"	Phil. or Lond.	1911	...
Old Colony and Newport:							June 1, 1871.	624,000	6	"	"	1911	97
Plain Bonds.	1,000,000	6	March & Sept.	Boston.	1876	96	Dollar coupon.	376,000	6	"	Philadelphia.	1911	...
Plain Bonds.	485,000	6	April & Oct.	"	1875	93	New debent. loan, conv.	2,305,630	7	Jan. & July.	"	1893	102
Plain Bonds.	1,450,000	7	Feb. & Aug.	"	1877	101	Philadelphia, Wilmington & Balt.:						
Omaha and Northwestern:							Mortgage Loan, convertible.	345,600	6	Jan. & July.	Philadelphia.	1884	111
1st M. land grant, gold \$16,000pm.		7.3	Jan. & July.	New York.	1901	...	Loan of 1866.	400,000	6	April & Oct.	"	1887	95
Omaha and Southwestern:							Loan of 1867.	1,000,000	6	"	"	1887	...
1st Mortgage \$20,000 p. m.	1,000,000	8	June & Dec.	Boston.									

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	"	'72-'74	....	South Carolina:						
Consolidated Mort. Skg Fund...	824,500	7	"	"	1891	....	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	66	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'83-'91	....
Equipment Mortgage.....	600,000	8	March & Sept.	"	1880	88	Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. ( " ).....	17,500	6	"	"	1879	....	1st M. endor. by State \$16,000pm	.....	8	.....	.....	....	....
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1876	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	....	2d Mort. " " " "	200,000	7	"	"	1889	....
1st M. (W.D.) land grant, g'd tax fr	15,000pm	5*	"	"	1900	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama.						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	90	1st Mort. endor. by Ala. gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	82 1/2	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1897.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	95 1/2	South Side, Va. (A.M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 16, 1894 guar.	2,929,000	7	April & Oct.	New York.	1894	93	2d preferred bonds.....	617,000	6	"	"	'84-'90	72 1/2
2d Mortgage May 1, 1895 guar.	548,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	448,500	6	"	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	91 1/2	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans D.) gold skg f'd, con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	.....	.....	....	....
St. Louis, Van. & T. H. (T.H. & I.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,999,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage, (A.) guaranteed....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscougee) conv....	300,000	7	"	"	'72-'76	....
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed....	198,370	7	"	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,300,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lands)...	2,020,000	7	Jan. & July.	"	....	....	2d Mortgage gold, tax free.....	1,000,000	7*	"	"	1900	....
General Mort. (R. R. & L'ds) stg.	1,000,000	7*	"	London.	....	....	Springfield and Northwestern:						
1st M. (W. Line) R. R. & Lands...	6,000,000	7	"	New York.	....	....	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands...	3,000,000	7	"	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	"	1890	....	1st Mortgage.....	850,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.:							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	Summit Branch:						
Sand. Mansfield & Newark (O. & O.):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90 1/2
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....	Sunbury and Lewiston:						
San Fran., Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	95
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000 p. m.....	.....	8	.....	....	....	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Superior and Northwestern:						
Savannah and Charleston:							1st Mortgage, \$16,000.....	.....	8	.....	....	....	....
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Sussex, Brid. & Erie Junc. (Erie):						
Estate guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Funded Interest bonds.....	157,400	7	"	"	1889	....	Sussex (N. J.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
1st Mortgage for \$500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....	Swedesboro (W. Jer.):						
Savannah and Memphis:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
1st Mortgage gold, endor.....	10,000pm	6*	May & Nov.	New York.	1890	....	Syracuse, Bing. & N.Y. (D.L. & W.):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Seaboard and Roanoke:							Syracuse and Chenango Valley:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1890	....	1st Mort. gold, for \$500,000....	.....	7*	Feb. & Aug.	New York.	1891	....
Belma and Gulf:							Tebos and Neosho (M. K. C. & T.):						
1st M. (guar. by Ala.) \$16,000pm.	.....	6*	April & Oct.	New York.	1890	....	1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Belma, Marion and Memphis:							Terre Haute & Indianapolis:						
1st M. gold gr. by Ala. \$16,000pm.	.....	6*	March & Sept.	New York.	1889	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Belma, Rome and Dalton:							Pioga:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	Poledo, Peoria and Warsaw:						
Equipment Mortgage & Pottav. (N. C.):	230,000	10	"	"	1881	....	1st Mortgage (H. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	92
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	"	1896	85
Sheboygan and Fond du Lac:							2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	"	1886	82
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Equipment Mort. sinking fund...	94,000	8	Jan. & July.	"	1879	....
1st Mortgage extension.....	694,000	8	April & Oct.	"	1886	....	Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	"	1910	....
Shenango and Allegheny:							1st Mortgage (Burl. Br.) 19 m...	260,000	7	June & Dec.	"	1910	87 1/2
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	....	Tom's River & Watert. (N.J. So.):						
Shepaug Valley (Ct.):							1st Mortgage guaranteed.....	80,000	7	.....	New York.	1888	....
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	Troy & Bennington (T. & ):						
Shore Line (N. Y. & N. H.):							1st Mortgage skg fund, guar....	100,000	7	Jan. & July.	Troy.	1878	....
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	Troy and Boston:						
Sioux City and St. Paul:							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	2d Mortgage.....	300,000	7	April & Oct.	"	1886	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	"	....	....	3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
							Convertible Bonds.....	648,000	7	"	"	1882	....



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill. 75 m.)....	\$900,000	7	Feb. & Aug.	New York.	1890	95½	1st Mortgage.....	\$400,000	6	Jan. & July.	Baltimore.	1890	80
1st M. (L. Erie, W. & St. L. 167 m.)....	2,500,000	7	"	"	1890	....	1st Mort. endor. by Balt.....	200,000	6	"	"	1890	97½
1st Mort. (Gt. W. R. R. W. D. 100m)....	4,000	10	April & Oct.	"	1868	....	2d Mort. ".....	30,000	6	"	"	1890	97½
1st M. (Gt. W. Rwy of '59, 181m)....	2,500,000	7	Feb. & Aug.	"	1898	94	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	84
1st Mort. (Quincy & Tol 34 m.)....	500,000	7	May & Nov.	"	1890	90	2d Mortgage preferred.....	600,000	6	"	"	1895	70
1st Mort. (Ill. & So. Iowa 42 m.)....	300,000	7	Feb. & Aug.	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	97
2d Mort. (Tol. & Wabash 75 m.)....	1,000,000	7	May & Nov.	"	1878	....	<b>Western Pacific (Cen. Pac.):</b>						
2d Mort. (T. Wab. & Wt. 187 m.)....	1,500,000	7	"	"	1871	93½	1st Mortgage assumed, gold.....	2,735,000	6*	Jan. & July.	New York.	1899	94½
2d M. (Gt. W. Rwy of '69, 181m.)....	2,500,000	7	"	"	1893	89	<b>Western Pennsylvania (Penn.):</b>						
Equipment (Tol. & Wab. 75m.)....	600,000	7	"	"	1883	85	1st Mortgage (main line 57 m.)..	800,000	6	April & Oct.	Philadelphia.	1893	80
Consol. Mortgage (500 m.)....	2,700,000	7	F. M. A. & N.	"	1907	87½	1st Mortgage (Pittab. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
1st M. (Dec. & East St. L. 109m.)....	2,700,000	7	"	"	1900	90	<b>Western Union (M. &amp; St. P.):</b>						
<b>Troy, Salem &amp; Rutland (R. &amp; Sar.):</b>							1st Mortgage for \$5,000,000.....	3,275,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....	<b>West Jersey:</b>						
<b>Troy Union (and Depot):</b>							Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	98½
2d Mortgage, guaranteed.....	180,000	6	"	"	1878	....	Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	104½
<b>Tuckerton:</b>							<b>West Wisconsin:</b>						
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901	....	1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
<b>Union Pacific:</b>							<b>Whitehall &amp; Plattsburg (M. &amp; P.):</b>						
1st Mortgage gold, tax free.....	27,237,000	6*	Jan. & July.	N. Y. & Bos.	'96-'99	86½	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	....
2d Mortgage (Gov. subsidy).....	27,236,000	6	"	"	'96-'99	....	<b>Wicomico and Pocomoke:</b>						
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	"	1889	77½	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	....
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	71½	<b>Williamston and Tarboro':</b>						
Omaha Bridge B'ds, str. £250,000	2,500,000	8*	April & Oct.	London.	1896	....	1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	....
<b>Union Pacific (Central Div.):</b>							<b>Wilmington, Colum. &amp; Augusta:</b>						
1st Mortgage gold, tax free.....	1,600,000	6*	May & Nov.	New York.	1895	....	1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	81
2d Mortgage (Gov. subsidy)....	1,600,000	6	Jan. & July.	"	'96-7-8	....	<b>Wilm., Charlotte &amp; Rutherford:</b>						
<b>Union Pacific, S. Br. (M. &amp; T.):</b>							1st mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage gold, skg fund.....	3,695,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	....
<b>Union &amp; Tusaville (O.C. &amp; A. Riv.):</b>							<b>Wilmington and Reading:</b>						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia.	1900	98
<b>United Companies of New Jer.:</b>							2d Mortgage coupon or regis....	723,600	7	Jan. & July.	"	1902	85
Sinking Fund sterling £282,000.	1,268,080	6*	Jan. & July.	London.	1890	....	<b>Wilmington and Weldon:</b>						
Loan of 1875 (Joint Companies)....	675,000	6*	April & Oct.	Philadelphia.	1876	....	Sterling Bonds.....	648,700	6*	Jan. & July.	London.	1881	....
Loan of 1875 (New Jersey Co.)....	300,000	6	Feb. & Aug.	New York.	1875	98½	Currency Bonds.....	221,400	7	May & Nov.	"	1882	....
Loan of 1883 ("").....	450,000	6	"	"	1878	....	Sinking Fund gold, Bonds.....	710,000	7*	Jan. & July.	New York.	1893	....
Loan of 1883 (Camden & Amb'y)....	1,700,000	6	"	Philadelphia.	1882	90	<b>Wilmington and Western (Del.):</b>						
Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	88	1st Mortgage, Jan. 1, 1872.....	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Consolidated (mort.) Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	96½	<b>Winona &amp; St. Peter (C. &amp; N. W.):</b>						
Sterling Loan £569,200.....	1,846,000	5*	March & Sept.	London.	1894	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. & July.	New York.	1890	87½
Sterling Loan £350,000.....	1,800,000	6*	"	"	....	....	2d Mortgage \$12,000 p. m.....	1,665,000	7	May & Nov.	"	1890	....
Loan of 1888.....	154,000	6	"	"	1888	....	Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	"	1916	....
Bond to State of New J. (N.J. Co)	100,000	7	Feb. & Aug.	New York.	1887	....	<b>Wisconsin Central:</b>						
Bond to State of N. Jer. (U. Co)	500,000	7	"	"	....	....	1st M. L. G. gold S. F. \$25,000pm	....	7*	Jan. & July.	Boston.	1901	....
Loan of 1894.....	2,000,000	6	April & Oct.	Philadelphia.	1894	....	<b>Worcester (Md.):</b>						
<b>Utica and Black River:</b>							1st Mortgage.....	210,000	6	Jan. & July.	Baltimore.	1891	....
1st Mortgage.....	351,500	7	Jan. & July.	N. Y. & Utica.	1878	....	<b>Worcester and Nashua:</b>						
<b>Utica, Chen. &amp; Susq. Val. (D. &amp; H. C.):</b>							Plain Bonds.....	125,000	7	Jan. & July.	Boston.	1890	....
1st Mortgage.....	....	7	"	"	....	....	Plain Bonds.....	75,000	6	"	"	1890	....
<b>Utica, Ithaca and Elmira:</b>							<b>CANAL BONDS.</b>						
1st Mortgage gold, skg fund....	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....	<b>Chesapeake and Delaware:</b>						
<b>Vermont Central:</b>							1st Mortgage sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston.	1886	40½	<b>Chesapeake and Ohio:</b>						
2d Mortgage consolidated.....	1,500,000	7	"	"	1891	10	1st Mortgage.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
1st Mort. (Stan. Sheff. & Ch. R. R.)	443,800	7	Jan. & July.	"	1887	78	<b>Maryland Loan sinking fund....</b>	<b>4,375,000</b>	<b>5*</b>	<b>"</b>	<b>London.</b>	<b>1890</b>	<b>....</b>
Guar. Stock (Vt. & C. R. R.)....	795,500	8	June & Dec.	"	....	79	<b>Sterling, Loan guaranteed.....</b>	<b>1,699,500</b>	<b>6</b>	<b>Jan. &amp; July.</b>	<b>Baltimore.</b>	<b>1885</b>	<b>....</b>
Equipment Mortgage.....	1,000,000	8	May & Nov.	"	'76-'77	....	<b>Preferred Bonds (next lien)....</b>	<b>800,000</b>	<b>6</b>	<b>Jan. &amp; July.</b>	<b>Philadelphia.</b>	<b>1878</b>	<b>90</b>
Equipment Mortgage.....	1,000,000	8	"	"	1889	78½	<b>Delaware Division (L.C. &amp; N.):</b>						
<b>Vermont and Massachusetts:</b>							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	90
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	92	<b>Delaware and Hudson:</b>						
Convertible bonds, tax free.....	200,000	7	"	"	1879	98	1st Mort. (1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
<b>Vermont Valley (Rutland):</b>							2d series, July 1, 1869.....	3,600,000	7	Jan. & July.	"	1884	103½
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	3d series, Jan. 1, 1871.....	5,000,000	7	"	"	1891	101
1st Mortgage.....	114,000	6	"	Boston.	1860	....	<b>Delaware &amp; Raritan See U'd Co's</b>						
2d Mortgage.....	293,200	7	"	New York.	1859	....	Lehigh Coal and Navigation:						
<b>Vicksburg and Meridian:</b>							Mortgage Loan reg.....	5,768,277	6	J. A. J. & O.	Philadelphia.	1884	87
1st series (rod).....	722,500	7	Jan. & July.	Philadelphia.	1890	....	Mortgage Loan reg.....	20,000	6	F. M. A. & N.	"	1897	93½
General 2d series (blue).....	850,000	7	"	"	1890	....	Mortgage (equip.) Loan, gold....	4,944,000	6*	June & Dec.	"	1897	91½
Mortgage 3d series (black).....	154,000	7	"	"	1890	....	Convertible Loan, gold.....	922,000	6*	March & Sept.	"	1894	96
4th series (not end.)....	1,273,000	7	April & Oct.	"	1890	....	Convertible Bonds.....	1,498,879	6	June & Dec.	"	1877	84
<b>Special Loan 1871.....</b>	<b>225,439</b>	<b>8</b>	<b>Jan. &amp; July.</b>	<b>"</b>	<b>1880</b>	<b>....</b>	<b>Monongahela Navigation:</b>						
<b>Vineyard:</b>							1st Mortgage.....	103,000	6	Jan. & July.	New York.	1887	....
1st Mortgage tax free.....	750,000	7	April & Oct.	New York.	1890	....	<b>Morris (and Banking):</b>						
<b>Virginia &amp; Tennessee (A.M. &amp; O.):</b>							1st Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876	95
1st Mortgage.....	494,000	6	Jan. & July.	N.Y. & Lynch.	1873	95	2d Mortgage.....	286,000	6	"	"	1876	93
Enlarged Mortgage.....	990,000	6	"	"	1884	77½	Boat Loan, sinking fund.....	236,965	7	"	"	1885	92
4th Mortgage.....	846,000	8	March & Sept.	"	1900	88½	<b>Preferred Stock Dividend Scrip.</b>	<b>103,164</b>	<b>7</b>	<b>Feb. &amp; Aug.</b>	<b>"</b>	<b>1887</b>	<b>....</b>
Registered Certificates.....	123,208	8	Jan. & July.	"	'71-'75	....	<b>Pennsylvania:</b>						
Funded Interest.....	204,200	8	"	"	1880	....	1st Mortgage skg fund guar....	2,205,000	6	Jan. & July.	Philadelphia.	1887	71½
Income Mortgage (fundable)....	112,500	8	"	"	1886	....	1st Mortgage (Wy. Val. Can.)....	690,000	6	"	"	1878	....
<b>Wallkill Valley (Erie):</b>							1st Mortgage (Erie Canal).....	7					

## RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "all," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State and Railroads are distinguished by a "P."

Years ending	Railroad.		Rolling Stock.		Property and Assets.		Abstract of General Balance Sheet.			Operations.			Earnings.		Value of Shares.		
	Main Line.	Branch Line.	Railroad in progress.		Engines.		Cars.		Freight.		Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Market.
			M.	M.	M.	M.	M.	M.	M.	M.							
Sept. 30, 1871	60.2	1,612.0	8	2	56	1,038,000											
May 31, 1871	14.8	171.2	20	20	400	1,000,000											
June 30, 1871	81.3	1,000.0	13	8	2	1,000,000											
Sept. 30, 1871	142.0	80.6	21	24	749	1,000,000											
Oct. 31, 1871	127.0	112.0	4	4	1	1,000,000											
Nov. 30, 1871	132.0	112.0	4	4	1	1,000,000											
Dec. 31, 1871	132.0	112.0	4	4	1	1,000,000											
Jan. 31, 1872	132.0	112.0	4	4	1	1,000,000											
Feb. 28, 1872	132.0	112.0	4	4	1	1,000,000											
Mar. 31, 1872	132.0	112.0	4	4	1	1,000,000											
Apr. 30, 1872	132.0	112.0	4	4	1	1,000,000											
May 31, 1872	132.0	112.0	4	4	1	1,000,000											
June 30, 1872	132.0	112.0	4	4	1	1,000,000											
July 31, 1872	132.0	112.0	4	4	1	1,000,000											
Aug. 31, 1872	132.0	112.0	4	4	1	1,000,000											
Sept. 30, 1872	132.0	112.0	4	4	1	1,000,000											
Oct. 31, 1872	132.0	112.0	4	4	1	1,000,000											
Nov. 30, 1872	132.0	112.0	4	4	1	1,000,000											
Dec. 31, 1872	132.0	112.0	4	4	1	1,000,000											
Jan. 31, 1873	132.0	112.0	4	4	1	1,000,000											
Feb. 28, 1873	132.0	112.0	4	4	1	1,000,000											
Mar. 31, 1873	132.0	112.0	4	4	1	1,000,000											
Apr. 30, 1873	132.0	112.0	4	4	1	1,000,000											
May 31, 1873	132.0	112.0	4	4	1	1,000,000											
June 30, 1873	132.0	112.0	4	4	1	1,000,000											
July 31, 1873	132.0	112.0	4	4	1	1,000,000											
Aug. 31, 1873	132.0	112.0	4	4	1	1,000,000											
Sept. 30, 1873	132.0	112.0	4	4	1	1,000,000											
Oct. 31, 1873	132.0	112.0	4	4	1	1,000,000											
Nov. 30, 1873	132.0	112.0	4	4	1	1,000,000											
Dec. 31, 1873	132.0	112.0	4	4	1	1,000,000											
Jan. 31, 1874	132.0	112.0	4	4	1	1,000,000											
Feb. 28, 1874	132.0	112.0	4	4	1	1,000,000											
Mar. 31, 1874	132.0	112.0	4	4	1	1,000,000											
Apr. 30, 1874	132.0	112.0	4	4	1	1,000,000											
May 31, 1874	132.0	112.0	4	4	1	1,000,000											
June 30, 1874	132.0	112.0	4	4	1	1,000,000											
July 31, 1874	132.0	112.0	4	4	1	1,000,000											
Aug. 31, 1874	132.0	112.0	4	4	1	1,000,000											
Sept. 30, 1874	132.0	112.0	4	4	1	1,000,000											
Oct. 31, 1874	132.0	112.0	4	4	1	1,000,000											
Nov. 30, 1874	132.0	112.0	4	4	1	1,000,000											
Dec. 31, 1874	132.0	112.0	4	4	1	1,000,000											
Jan. 31, 1875	132.0	112.0	4	4	1	1,000,000											
Feb. 28, 1875	132.0	112.0	4	4	1	1,000,000											
Mar. 31, 1875	132.0	112.0	4	4	1	1,000,000											
Apr. 30, 1875	132.0	112.0	4	4	1	1,000,000											
May 31, 1875	132.0	112.0	4	4	1	1,000,000											
June 30, 1875	132.0	112.0	4	4	1	1,000,000											
July 31, 1875	132.0	112.0	4	4	1	1,000,000											
Aug. 31, 1875	132.0	112.0	4	4	1	1,000,000											
Sept. 30, 1875	132.0	112.0	4	4	1	1,000,000											
Oct. 31, 1875	132.0	112.0	4	4	1	1,000,000											
Nov. 30, 1875	132.0	112.0	4	4	1	1,000,000											
Dec. 31, 1875	132.0	112.0	4	4	1	1,000,000											
Jan. 31, 1876	132.0	112.0	4	4	1	1,000,000											
Feb. 28, 1876	132.0	112.0	4	4	1	1,000,000											
Mar. 31, 1876	132.0	112.0	4	4	1	1,000,000											
Apr. 30, 1876	132.0	112.0	4	4	1	1,000,000											
May 31, 1876	132.0	112.0	4	4	1	1,000,000											
June 30, 1876	132.0	112.0	4	4	1	1,000,000											
July 31, 1876	132.0	112.0	4	4	1	1,000,000											
Aug. 31, 1876	132.0	112.0	4	4	1	1,000,000											
Sept. 30, 1876	132.0	112.0	4	4	1	1,000,000											
Oct. 31, 1876	132.0	112.0	4	4	1	1,000,000											
Nov. 30, 1876	132.0	112.0	4	4	1	1,000,000											
Dec. 31, 1876	132.0	112.0	4	4	1	1,000,000											
Jan. 31, 1877	132.0	112.0	4	4	1	1,000,000											
Feb. 28, 1877	132.0	112.0	4	4	1	1,000,000											
Mar. 31, 1877	132.0	112.0	4	4	1	1,000,000											
Apr. 30, 1877	132.0	112.0	4	4	1	1,000,000											
May 31, 1877	132.0	112.0	4	4	1	1,000,000											
June 30, 1877	132.0	112.0	4	4	1	1,000,000											
July 31, 1877	132.0	112.0	4	4	1	1,000,000											
Aug. 31, 1877	132.0	112.0	4	4	1	1,000,000											
Sept. 30, 1877	132.0	112.0	4	4	1	1,000,000											
Oct. 31, 1877	132.0	112.0	4	4	1	1,000,000											
Nov. 30, 1877	132.0	112.0	4	4	1	1,000,000											
Dec. 31, 1877	132.0	112.0	4	4	1	1,000,000											
Jan. 31, 1878	132.0	112.0	4	4	1	1,000,000											
Feb. 28, 1878	132.0	112.0	4	4	1	1,000,000											
Mar. 31, 1878	132.0	112.0	4	4	1	1,000,000											
Apr. 30, 1878	132.0	112.0	4	4	1	1,000,000											
May 31, 1878	132.0	112.0	4	4	1	1,000,000											
June 30, 1878	132.0	112.0	4	4	1	1,000,000											
July 31, 1878	132.0	112.0	4	4	1	1,000,000											
Aug. 31, 1878	132.0	112.0	4	4	1	1,000,000											
Sept. 30, 1878	132.0	112.0	4	4	1	1,000,000											



[illegible]





[illegible]





May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
May 31, 1871	45.4	33.1	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56																																												







**Boston Stock Exchange.**

Actual Sale Prices for the week ending Mar. 5.

	Th. 27.	F. 28.	Sat. 1.	M. 3.	Tu. 4.	W. 5.
Boston and Albany...	148½	148½	148½	148	148	137
Boston and Lowell...	122½	121½	121	120	116½	115
Boston and Maine...	150	150	150	150	150	150
Boston and Providence...	150	150	150	150	150	150
Boston, Hartford & Erie...	33	38½	38½	39½	40	39½
Cheshire, pref.	111½	111½	111½	111½	111½	111½
Chi. Burl. & Quincy...	108	108	108	108	108	108
Connecticut River...	108	108	108	108	108	108
Eastern...	108	108	108	108	108	108
Fitchburg...	108	108	108	108	108	108
Manchester & Law's Co.	108	108	108	108	108	108
Michigan Central...	108	108	108	108	108	108
Northern, N. H.	108	108	108	108	108	108
Ogdens & Lake Champ...	60	60	60	60	60	60
Old Colony...	111½	111½	111½	111½	111½	111½
Ph. Wil. & Baltimore...	56½	56½	56½	56½	56½	56½
Port'd. Saco & Ports.	55	55	55	55	55	55
Union Pacific	55	55	55	55	55	55
Land Grant 7½	72½	72½	72½	72½	72½	72½
Income 10½	72½	72½	72½	72½	72½	72½
Vermont & Canada...	72½	72½	72½	72½	72½	72½
Vermont & Mass.	72½	72½	72½	72½	72½	72½
South Boston (Horse)	72½	72½	72½	72½	72½	72½
Cambridge	72½	72½	72½	72½	72½	72½
Metropolitan	72½	72½	72½	72½	72½	72½
Middlesex	72½	72½	72½	72½	72½	72½
Central Mining Co.	34	34	34	34	34	34
Copper Falls	32	32	32	32	32	32
Franklin	8½	8½	8½	8½	8½	8½
National	12	12	12	12	12	12
Pewabic	46½	46½	46½	46½	46½	46½
Quincy	46½	46½	46½	46½	46½	46½

**London Stock Exchange.**

	Closing Prices.	Feb. 7.	Feb. 14.
Atlantic & Gt. W. 1st mort., \$1,000...	75	74	76
Do. 2d mort., \$1,000...	68	70	68
Do. Con. mort. B'nds Bisch's Cert.	86	88	85
Do. Reorg. Scrip.	98	100	99
Do. Leas. Lines, Rental Bonds...	91½	92½	91
Detroit & Milwaukee 1st mort. Bonds	74	77	76
Do. 2d do.	74	77	75
Erie shares 100 dol. all paid...	52½	53	51
Do. Ticket of Protec. Com. attached	97	99	97
Do. 6 per cent Convertible Bonds...	97	99	97
Do. European Agency Certificates	97	99	97
Illinois Central \$100 shares all paid...	95	97	94
Do. Redemption mort. bonds 6 p.c. 100	100	102	100
Illinois & St. Louis Bridge 1st mort.	99	101	99
Marietta and Cincinnati Rail. Bonds	82	87	82
Michigan Central 8s 1882, conv.	86	89	90
Panama 2d mort.	95	97	95
Panama General mort.	95	97	95
Pennsylvania, 2d mort.	100	102	100
Do. General mort.	96	97	96
Do. \$50 shares.	47	48	47
Philadelphia and Erie 1st mort.	97	99	97
Do. with option to be paid in Phila.	97	99	97

**American Railroad Journal.**

Saturday, March 8, 1873.

**Stock Exchange and Money Market.**

The Money movement has been very steadily close and stringent, especially as against the borrowing interest, on speculative account, the wants of which have been unusually pressing. Call loan rates have been maintained at high figures, varying from the legal rate in gold, up to  $\frac{1}{8}$  @  $\frac{1}{2}$  of one per cent per day in addition, with most of the advances on stock collaterals at a fractional commission over the legal price. Lenders have been availing themselves of the urgency of the demand, from day to day, to profit to the utmost by the necessities of the more needy of the operators in the Stock line. The city banks have not been able to afford much help, yet have been aiding their regular customers as far as possible, in view of their contracted resources. The discount market has been quiet, throughout the week, with rates more or less nominal, the best grades of business paper ranging from 9@12 per cent per annum. The city banks, last week, lost about  $\frac{3}{4}$ ths of a million of their legal tender reserve, and added about  $\frac{1}{8}$  millions of their specie average. Their deposits were further cut down

about  $\frac{3}{8}$  millions, and their loan and discount averages reduced about  $\frac{1}{2}$  millions. The banks continue below their reserve, the last statement showing that they lacked \$312,350 of the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, made a moderate addition to its coin balance while losing two millions of currency. Its currency reserves at the close of the week were \$22,389,160; and its coin hoard, \$36,926,930.

The city banks, in their latest return, show a falling off of \$737,200 of legal tender notes, with an increase of \$1,323,600 of specie, and a reduction of \$3,832,600 in their deposits, also a contraction of \$5,525,200 in their loan and discount averages, and an addition of \$28,200 to their item of circulation. The city bank exchanges, last week, averaged 136½ millions. The banks now hold \$312,350 of specie and legal tender notes less than the 25 per cent. of their liabilities required by the National Banking Act.

The clearances of the banks averaged through the week 136½ millions a day, and amounted in the aggregate, for the whole week, to \$818,260,203 as against \$626,395,902 the preceding week. The U. S. Sub-Treasury at this point reduced its currency balance \$1,951,140 and enlarged its coin reserve \$697,223 as the result of the week's business.

The specie reserve of the city banks according to the latest return is \$16,370,500, against \$18,333,600 same time last year. The city bank deposits are now \$202,066,100 against \$210,472,800, week ending March 2, 1872. The legal tender reserve amounts to \$40,724,000, against \$43,770,400 same time last year. The circulation now stands at \$27,601,300 against \$28,165,400 same time last year. The loans are now \$281,344,900 against \$280,280,100 at this date last year.

The coin reserve of the city banks is now about 16½ millions as against about 25½ million on the 20th of last July; the legal tender reserve is under 40½ millions against about 55½ millions on the statement of June 15th; and the deposits are now about 202½ millions, against 247½ millions on the 20th of July.

Government revenues have been moderate since our last. The excises yielded within the week about two millions, and thus far in the current fiscal year beginning with July 1, 1872, \$78,301,141 millions. The customs at the port of New York, for the week, were \$3,168,082, and at the outports, about a million more, in coin or coin certificates.

The U. S. Sub-Treasury office last week received \$4,753,129 of currency, and \$6,036,177 of gold, the latter including \$3,242,000 from customs; and disbursed \$6,704,169 of currency and \$5,337,955 of gold, the latter embracing \$110,562 of coin interest.

The Secretary of the Treasury has called in \$390,000 of the three per cent certificates, being those of the denomination of \$5,000, from numbers 5,652 to 5,765, inclusive, and those of \$10,000, from 5,564 to 5,600, inclusive, dated from April 10, 1869, to January 3, 1870; interest will cease April 30, 1873. This call includes all the \$10,000 certificates that are outstanding.

Gold has been generally strong and buoyant, considering the closeness in Money, on a fairly

active and quite confident speculative demand. The Customs drain has been fair while the export movement has been light. The treasury programme for March provides for sales of \$1,500,000 Gold each Thursday or \$6,000,000 in all. The range of the price during the week has been from 114½@115½ and the closing quotation on Wednesday was 115½ against 115½ on Wednesday of the preceding week. The specie outflow last week, was \$625,487. The Gold Exchange Bank clearances have averaged about 51½ million per day during the week.

Under the Treasury programme for March, Government proposes to sell at least six millions of Gold as follows: Thursday, March 6, \$1,500,000; Thursday, March 13, \$1,500,000; Thursday, March 20, \$1,500,000; Thursday, March 27, \$1,500,000. And to buy in at least three millions of Five-Twenties, as follows: Wednesday, March 5, \$1,000,000; Wednesday, March 12, \$500,000; Wednesday, March 19, \$1,000,000; Wednesday, March 26, \$500,000.

The customs demand for Gold last week, averaged \$540,333 a day. The arrivals of specie from Europe, Havana and other foreign ports last week were \$9,932 and thus far in 1873, have been \$194,719 against \$274,604 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been \$92,290,973 against \$107,288,052 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, \$59,356,780, against \$60,789,903 during the same time in 1871-2.

The export drain of specie was \$625,487 last week, against \$678,388 same week preceding year. The shipments since July 1, 1872, have been \$46,326,552 against \$25,166,661 during the same portion of 1871.

Foreign Exchange has been quoted much lower, on liberal offerings, and a comparatively slow sale for even prime bills, in view of the protracted stringency in Money. Bankers' sixty day bills on London closed at 108@108½; sight bills on London, at 109@109½. The week's exports of Domestic Produce have been to the currency value of \$5,259,906.

Government securities have been in comparatively fair request, for investment purposes, and despite the Money pressure, the offerings of bonds have been on a moderate scale. The last public debt statement, showing a liquidation of \$5,277,881 in February, has tended to strengthen confidence in values.

Government bought in on Wednesday a million Five-Twenties, from 11 53@113 65 net out of an aggregate offering of \$3,097,250.

U. S. sixes of 1881 closed on Wednesday of this week at 118¼@118½ U. S. Five-Twenties of 1862, 115½@116½; U. S. Five-Twenties of 1864 at 115½@116½; U. S. Five-Twenties of 1865, 116½@116½; U. S. Five-Twenties of 1865 consolidated, 114½@114½; U. S. Five-Twenties of 1867, 116½@116½; U. S. Five-Twenties of 1868, 116½@116½; U. S. Ten-forties at 111@111½; U. S. Fives of 1881 (Funding Loan) 113¼@113½; Six per cent. currency Sixes from 113½@114.

The Sub Treasury receipts in February were \$42,250,001, including \$13,112,129 from customs;

payments \$41,660,628, including \$4,760,907 of coin interest.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 19.	Feb. 26.	March 5.
Consols .....	92 $\frac{3}{8}$	92 $\frac{1}{2}$	92 $\frac{3}{4}$
U. S. 5-20s, 1885 .....	92 $\frac{3}{8}$	93 $\frac{1}{8}$	93 $\frac{3}{8}$
" 1867 .....	93 $\frac{1}{8}$	93 $\frac{1}{8}$	93 $\frac{3}{8}$
" 10-40s .....	89 $\frac{1}{2}$	89 $\frac{1}{2}$	89 $\frac{1}{2}$
New Fives of 1881 .....	90 $\frac{1}{2}$	90 $\frac{1}{2}$	90 $\frac{1}{2}$
Erie .....	51 $\frac{1}{2}$	51 $\frac{1}{2}$	52 $\frac{1}{2}$

State bonds have been moderately dealt in, mostly on investment account and prices have been pretty well supported.

Railway Mortgages have been quite firm, as a rule, and generally in good investment demand with small offerings noted of the favorites of the older loans. Central Pacific Sixes have been in fair request at from 104@104 $\frac{1}{4}$ , with quite limited offerings of the bonds in the open market. Chesapeake and Ohio Sixes have been of ready sale, and quoted firm at 87 $\frac{1}{2}$  and interest. Western Pacific Sixes have been more active at 94 $\frac{3}{4}$ @95. The Northern Pacific 7-80 Loan continues in good request at par and interest.

Railway and Miscellaneous share property has been very active, with wide fluctuations in values, especially on the leading speculative favorites. Pacific Mail was most seriously depressed, falling on Monday as low as 49, but subsequently rallying rather sharply. The Money pressure was most severely felt at the Stock Board.

The Metal trade generally lacks animation. Copper has been in moderate request, and rather steadier in price; sales, 150,000 lbs. Lake at 84 $\frac{1}{2}$ c.@85c., and 50,000 lbs. do., April delivery, at 85c. Under favorable cable advices, Scotch Pig-iron has been held with firmness on a light offering, but has been quiet. American Pig-iron has been in moderate demand, with sales reported of 700 tons No. 2 and No. 1, on the basis of \$48 and \$50. Other kinds of Iron quiet. We quote: Glengarnock Pig at \$56@58; Eglington do. at \$56; Gartsherrie at \$60; Coltness at \$64@65; No. 1 American Pig at \$50; No. 2 do. at \$45@48; Wrought Scrap at \$57 50@60; English Rails at \$70@71, gold. Of foreign Lead, 50 tons Soft Spanish sold at \$6 50, gold; market firm. Spelter sold to the extent of 50 tons Silesian at 7 $\frac{1}{2}$ c., gold. Pig-iron has been quiet, with only 100 slabs Straits sold at 8 $\frac{1}{2}$ c., gold. A fair demand has been noted for Tin Plates at firm prices; sales, 3,000 boxes Charcoal, for forward delivery, at \$1 75@1 87 $\frac{1}{2}$ ; 1,000 boxes Coke, here, at \$10 50, and 1,000 boxes Charcoal Terne at \$10 75, gold. Charcoal Plates quoted here at \$12@12 25; Charcoal Terne, \$10 50@11; coke, \$10 25 @10 75, and Coke Terne, \$8 75@9 75, gold, per box.

General business has been on a moderate scale. Domestic produce has been generally dealt in with less freedom. Prices at the close were irregular. Middling upland cotton, left off heavily on Wednesday at 20 $\frac{3}{4}$ @21 $\frac{1}{2}$  cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,761,000 bales, against 2,262,569 bales same time in the preceding year; exports 1,615,691 bales against 1,812,576 bales in the previous year; stock at the ports at latest dates, 562,000 bales against 525,775 bales same date 1871.

Foreign goods have been in rather more request with a fair show of steadiness as to values. The

week's imports amounted to \$9,894,786, including \$3,922,248 of dry goods.

Ocean freights have been more active, and generally firm. Vessels for the Petroleum, Cotton, Grain, and Lumber trades in request.

At the Live Stock Markets, Beeves have been in less request at from 8@14 $\frac{1}{2}$  cts.; Veals at 7 $\frac{1}{2}$ @12 cts.; Sheep at from 5@8 cts.; Swine at 5 $\frac{1}{4}$ @5 $\frac{3}{4}$  cts. per lb., all live weight. The week's receipts were 7,232 Beeves, 700 Veal Calves, 24,987 Sheep and Lambs, and 29,992 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—Atlantic and Pacific pref., 27 $\frac{3}{4}$ ; Pacific R. R., of Mo., 52 $\frac{3}{4}$ ; do. 2d mort., 80; New Jersey Southern R.R., 26 $\frac{1}{2}$ ; St. Louis, Kansas City and Northern pref., 64 $\frac{1}{2}$ ; Missouri, Kansas and Texas R. R., 85; Long Island R. R., 75; North Missouri 1st mort., 91; Long Dock bonds, 95; Albany and Susq. R.R., 93; do. 2d mort., 98; Louisville and Nashville 7s, consol., 1898, 95 $\frac{1}{2}$ ; Boston, Hartford and Erie 1st mort., 40 $\frac{1}{4}$ ; do. guar., 58 $\frac{1}{2}$ ; Milwaukee and St. Paul 1st mort. La C. div., 92; do. Iowa div., 87; St. Louis and Iron Mt. 1st mort., 95 $\frac{1}{4}$ ; Ohio and Mississippi 7s, consol., 92 $\frac{1}{2}$ ; Buffalo, N. Y. and Erie 1st mort., 92 $\frac{1}{2}$ ; Gt. Western 1st mort., 1888, 94; West Pacific bonds, 94 $\frac{1}{2}$ ; Am. Dock and Imp. 7s, 96; Burlington, Cedar Rapids and Minnesota 1st mort., 90; Toledo, Wabash and Western 7s, consol. 87 $\frac{1}{2}$ ; Buffalo and Erie 7s, new, 98; Cleve. Col., Cin. and Ind 1st mort. 102 $\frac{1}{2}$ ; Delaware, Lackawanna and Western 7s, conv., 100; Pacific R. R. 7s, guar. by Mo., 98 $\frac{1}{2}$ ; Central of New Jersey 1st mort. new, 103 $\frac{1}{4}$ ; Cleve., Paines. and Ash. 7s, old, 97 $\frac{3}{4}$ ; U. S. Exp., 72 $\frac{1}{4}$ ; Am. Mer. Union Exp., 66 $\frac{1}{2}$ ; Adams Exp., 95; Wells-Fargo Exp., 85 $\frac{3}{4}$ ; New Central Coal, 45 $\frac{1}{4}$ ; Consol. Coal of Md., 54; Maryland Coal, 23; Cumberland Coal and Iron, 91; Pennsylvania Coal, 230; Western Union Tel., 85 $\frac{1}{2}$ ; do. 7s, 100; Quicksilver pref., 54; Atlantic M. S. S. Co., 4; Mariposa L. and M., 16; Brooklyn 6s, W. L. 94; N. Y. State 7s, B. L. reg., 106 $\frac{1}{2}$ ; South Carolina 6s, new, Jan. and July, 20; do. A. and O., 23; North Carolina 6s, special tax, 15; do. issued to N. C. R. R., 60.

**Philadelphia.**—Pittsburg, Cincinnati and St. Louis 7s, 76 $\frac{1}{4}$ ; Philadelphia and Reading Gen'l mort. 7s, coupon, 101 $\frac{3}{4}$ ; do. reg., 103 $\frac{1}{2}$ ; do. 7s, new conv., 102 $\frac{1}{2}$ ; Huntingdon and Broad Top Mt. 2d mort., 89; Catawissa R. R. 21; do. new pref., 83; do. 7s, new, 101; Allegheny Valley 7 8-10s, 92; Pennsylvania and New York 7s, 97 $\frac{1}{2}$ ; Lehigh Valley 7s, new, 103; Belvidere Delaware 1st mort., 95; Schuylkill Nav. 7s, B. L., 80 $\frac{1}{2}$ ; Lehigh Nav. conv. 6s, gold, 95; Pennsylvania Canal 6s, 71 $\frac{1}{4}$ ; Nesquehoning R. R. 56 $\frac{1}{2}$ ; Pennsylvania State 5s, reg., 101. The latest quotations are: City 6s, 96 $\frac{3}{8}$ @96 $\frac{3}{4}$ ; do. free of tax, 100 $\frac{1}{2}$ @101; Pennsylvania State 6s, 1st series, 100 $\frac{1}{2}$ @102; do. 2d series, 106@107 $\frac{1}{2}$ ; do. 3d series, 108 $\frac{1}{4}$ @108 $\frac{3}{4}$ ; Philadelphia and Reading, 57 $\frac{1}{2}$ @57 $\frac{3}{4}$ ; do. Gen'l mort. 7s, coup., 101 $\frac{3}{4}$ @101 $\frac{1}{2}$ ; do. reg., 103@103 $\frac{1}{2}$ ; do. mort. 6s, 1880, 98 $\frac{1}{2}$ @95; do. 7s, new, conv., 102@103; United New Jersey R. R. and Canal Co., 121 $\frac{1}{2}$ @122; Camden and Amboy mort. 6s, 1889, 97@97; do. 1888, 89 $\frac{1}{2}$ @90; do. 1889, 87@88 $\frac{1}{2}$ ; Pennsylvania R. R., 60 $\frac{1}{4}$ @60 $\frac{3}{4}$ ; do. 1st mort., 100@100 $\frac{1}{4}$ ; do. 2d mort., 99 $\frac{1}{2}$ @100; do. General mort. coupon, 91@

92; do. reg., 95 $\frac{1}{4}$ @95 $\frac{1}{2}$ ; Little Schuylkill R. R., 46@47; Morris Canal, 48 $\frac{1}{2}$ @48 $\frac{3}{4}$ ; do. pref., 120@122 $\frac{1}{2}$ ; do. 6s, 93@97; Susquehanna Canal, 7@10; do. 6s, 73@75; Schuylkill Nav., 7@7 $\frac{1}{4}$ ; do. pref., 14@14 $\frac{1}{4}$ ; do. 6s, 1882, 74 $\frac{1}{2}$ @75; do. 1872, 80@80; Elmira and Williamsport pref., 37@40; do. 7s, 1878, 94@94 $\frac{1}{4}$ ; do. 5s, 60@62; Lehigh Coal and Navigation, 37 $\frac{3}{4}$ @37 $\frac{1}{2}$ ; do. 6s, 1884, 87@88; do. R. R. Loan, 93 $\frac{1}{2}$ @94; do. Gold Loan, 91@92; North Pennsylvania, 45@47; do. 6s, 95@97; do. 7s, 96 $\frac{1}{4}$ @97; do. Chatte 10s, 110@112; Philadelphia and Erie, 26 $\frac{1}{2}$ @26 $\frac{1}{4}$ ; do. 6s, 91@91; Minehill, 52@53; Catawissa, 20 $\frac{3}{4}$ @21; do. pref., 44 $\frac{3}{4}$ @44 $\frac{1}{2}$ ; do. new pref., 82@83; do. 7s, 1900, 101@101 $\frac{1}{4}$ ; Lehigh Valley, 60 $\frac{1}{2}$ @61; do. 6s, new coupon, 95@95 $\frac{1}{2}$ ; do. reg., 97 $\frac{3}{4}$ @98; do. 7s, 103@103; Fifth and Sixth streets, (horse,) 50 $\frac{1}{2}$ @51; Second and Third, 58@59; Thirteenth and Fifteenth, 18@21; Spruce and Pine, 31@34; Green and Coates, 50@51; Chestnut and Walnut, 57@60; Hestonville, 18 $\frac{1}{2}$ @19; Union, —@73; Germantown, 34@—.

**Boston.**—Chicago, Burlington and Quincy 7s, 94 $\frac{3}{4}$ ; do. rights, 5 $\frac{1}{4}$ ; Michigan Air Line 8s, 1890, 100 $\frac{1}{2}$ ; Atchinson, Topeka and Santa Fe R. R., 24 $\frac{1}{4}$ ; 1st mort. 7s, gold, 77 $\frac{1}{2}$ ; do. L. G. 7s, 77 $\frac{1}{2}$ ; Eastern R. R. 7s, 1882, 100 $\frac{3}{4}$ ; do. 6s, 1889, 90; Ogdensburg and Lake Champlain 8s, 1890, 98 $\frac{1}{2}$ ; Burlington and Missouri R. R. L. G. 7s, 96 $\frac{1}{4}$ ; Chicago and Iowa, 8s, 1900, 96 $\frac{3}{4}$ ; Grand River Valley 2d mort. 8s, 100 $\frac{1}{4}$ ; Cedar Rapids and Missouri 7s, 1916, 88; Boston and Albany 7s, 1892, 105 $\frac{1}{4}$ ; Vermont Central 1st mort., 36; Burlington and Missouri R. R. in Nebraska, 68 $\frac{1}{4}$ ; do. 8s, 100 $\frac{1}{2}$ ; Vermont and Massachusetts 7s, 1879, 98; Sandusky City and Northern Indiana 7s, 90; Salem and Lowell 6s, 1878, 95; Old Colony 7s, 101 $\frac{1}{4}$ ; Michigan Central scrip, 107 $\frac{1}{2}$ ; do. 8s, 1890, 106 $\frac{3}{8}$ ; Cincinnati, Sandusky and Cleveland R. R., 19 $\frac{1}{2}$ ; Rutland pref., 55 $\frac{1}{4}$ ; do. scrip No. 1, 90; No. 2, 89; No. 3, 85 $\frac{1}{2}$ ; Connecticut and Passumpsic Rivers R. R., 90; Boston Water Power, 39 $\frac{1}{4}$ ; Cary Imp., 13 $\frac{1}{2}$ ; Waverly Land, 4 $\frac{1}{8}$ ; Brookline Land, 6 $\frac{1}{2}$ ; New Hampshire 6s, 1892, 98 $\frac{1}{2}$ ; do. 1873, 99 $\frac{3}{8}$ ; Massachusetts 5s, 1894, gold, 101; Maine 6s, 99 $\frac{3}{4}$ ; Boston 6s, 1877, currency, 99 $\frac{1}{4}$ ; do. 5s, 1884, gold, 98 $\frac{3}{8}$ ; Chicago 7s, 98 $\frac{1}{4}$ ; Portland 6s, 1877, 96; Cook Co., Ill., 7s, 1892, 97 $\frac{3}{8}$ ; Cambridge 6s, 1876, 96 $\frac{1}{2}$ ; do. 1886, 95 $\frac{1}{2}$ ; do. 1890, 94 $\frac{3}{4}$ ; Charleston 6s, 1888, 94 $\frac{3}{4}$ ; do. 6s, new, 99; Allouez Mining Co., 21 $\frac{1}{4}$ ; Calumet and Hecla, 157 $\frac{1}{8}$ ; Dana, 1 $\frac{3}{8}$ ; Eagle, 1; Humboldt, 1 $\frac{3}{8}$ ; Hanover, 1 $\frac{1}{4}$ ; Mesnard, 2 $\frac{1}{8}$ ; New England, 32 $\frac{1}{2}$ c.; Petherick, 4 $\frac{3}{8}$ ; Pontiac, 1 $\frac{1}{8}$ ; Phoenix, 25 $\frac{1}{2}$ ; Ridge, 12 $\frac{1}{2}$ ; Shuniah Silver, 2 $\frac{1}{4}$ ; Star 2 $\frac{1}{2}$ ; Superior, 75c.; St. Clair, 8 $\frac{1}{2}$ ; Winthrop, 62 $\frac{1}{2}$ c.

**Baltimore.**—Maryland Defense 6s, 104 $\frac{1}{2}$ ; Northern Central 6s 1900, gold, 92 $\frac{1}{2}$ ; Virginia and Tennessee 2d mort. 6s, 77 $\frac{1}{2}$ ; Wilmington, Columbia and Augusta 7s, 81; Western Maryland 3d mort., guar., 97; Orange Alex. and Manasses 7s, 77 $\frac{3}{4}$ ; Orange and Alexandria 4th mort. 8s, 83. The latest quotations are: Wilmington, Columbia and Augusta bonds, 81@—; Pittsburg and Connellsville 7s, 1898, 98@98 $\frac{3}{8}$ ; Baltimore and Ohio, 163@167; do. pref., 96@100; do. 6s, 1875, 97@98; do. 1880, —@98; do. 1885, 97 $\frac{3}{4}$ @98; Parkersburg Branch, 11@—; Northern



Central, 40 $\frac{3}{8}$ @40 $\frac{3}{8}$ ; do. 6s, 1885, 93@98 $\frac{1}{2}$ ; do., 1900, 88@89; do., 6s, 1900 gold, 92 $\frac{3}{8}$ @92 $\frac{3}{8}$ ; N. W. Va. 1st mort., 103@105; do., 2d mort., —@—; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 1st mort. 7s, 1892, 98@98 $\frac{1}{4}$ ; do., 2d mort., 7s, 89@90 $\frac{1}{2}$ ; do., 3d mort., 8s, 82 $\frac{1}{4}$ @82 $\frac{3}{4}$ ; Central Ohio, 39@40; do., 1st mort., 86 $\frac{1}{2}$ @86 $\frac{3}{4}$ ; Western Md. 1st mort. 6s, 1890, 80@—; do. 1st mort. guar., 97@97 $\frac{1}{2}$ ; do., 2d mort. guar., 97@97 $\frac{1}{2}$ ; do. 3d mort., guar., 97@97 $\frac{1}{2}$ ; do. 2d mort pref., 78@80; do., 2d mort. guar. by Washington Co., 84@85; Richmond and Danville 1st mort., 76@77 $\frac{1}{4}$ ; Orange and Alexandria 1st mort. 6s, 96@97; do., 2d mort 6s, 87 $\frac{3}{4}$ @90; do., 3d mort. 8s, 95@97 $\frac{1}{2}$ ; do., 4th mort. 8s, 79 $\frac{1}{2}$ @82; Orange, Alex. and Manassas 7s, 77 $\frac{1}{2}$ @77 $\frac{3}{4}$ ; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77@77 $\frac{3}{8}$ ; do. 8s, 3d mort., 88@89; Baltimore 6s, 1875, 99 $\frac{1}{4}$ @99 $\frac{1}{2}$ ; do., 1884, 98 $\frac{1}{2}$ @98 $\frac{1}{2}$ ; do. 1886, 98@—; do., 1890, 99 $\frac{1}{2}$ @99 $\frac{1}{4}$ ; do., 1893, 97@97; do. 1893, exempt, 100@100; do., 1900, exempt, 99@99; do. 1900, new, 96@98; do. 1902, 98 $\frac{1}{2}$ @99 $\frac{1}{2}$ ; Memphis City 6s, 60@60 $\frac{1}{2}$ ; Maryland Defense Loan, 1883, 104@104 $\frac{1}{2}$ ; Virginia 6s, old, 88@40; do. consol. 6s, 55 $\frac{1}{2}$ @55 $\frac{3}{4}$ ; do. reg. 51@53; do. coupon, 79@80; West Virginia, 15@16; City Passenger R. R., 22@23 $\frac{1}{2}$ ; George's Creek Coal, 113@125.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending February 22d at 224,470 tons, and for the coal year 2,099,475 tons, against 2,118,128 tons to corresponding time last year, being a decrease of 18,475 tons. The bituminous tonnage for the week is 86,825 tons, and for the year 239,431 tons, giving a total of all kinds for the week of 222,795 tons, and for the year 2,338,906, being an increase as against production to same time last year of 56,556 tons.

A certificate of incorporation of the Defiance and Indianapolis Railroad Company has been filed with the Secretary of State. The object is to build a road from some point on the Toledo, Wabash and Western Railroad in Defiance county, Ohio, to Decatur, Indiana. The incorporators are Henry Kahls, Edwin Phelps, P. Buffington, Virgil Squires, Adam Wilhelm and A. S. Latty.

The board of directors of the Pennsylvania Railroad Co. have elected Edmund Smith Esq., treasurer of the company, in place of Major Firth, resigned, and appointed Bayard Butler, the present cashier of the company, assistant treasurer—both to take effect March 1, 1873.

The Penobscot Bay and River Railroad Company have been given two years longer to complete their road, while the St. Croix and Penobscot Railroad Company have been authorized to extend their road up the Schodiac river to Princeton and thence to Bangor.

The engineer of the Chicago and Northwestern Railway has been ordered to survey at once a line from La Crosse to Onalaska, with a view to building a road between the two points.

The estimated earnings of the Kansas Pacific Railway for the third week of February are: freight, \$27,810 27; passengers, \$22,825 51—total, \$50,635 78.

## BANKING OFFICE OF FISK & HATCH, No. 5 Nassau Street.

NEW YORK, March 5, 1873.

### The Chesapeake and Ohio, the Central Pacific and Western Pacific Bonds,

all of which have been negotiated by us, we believe to be among the best and most desirable Investment Securities in the market, which in time must become very scarce; especially as the Government will probably pay off during the year, in gold, \$300,000,000 FIVE-TWENTIES, and a large amount of money thus released from investment must find its way into this class of securities.

### The Chesapeake and Ohio Six Per Cent. Gold Bonds,

the total amount of which is only \$15,000,000, are secured upon a property worth \$35,000,000 to \$40,000,000, and are fully equal in intrinsic value to the CENTRAL PACIFIC BONDS. They are issued in denominations of \$100, \$500, and \$1,000, coupon or registered, and at their present market price, 87 $\frac{1}{2}$  and accrued interest, are very desirable.

### The Central Pacific Six Per Cent. Gold Bonds

are too well known to require description or commendation. Their total amount is \$25,885,000; they have for a long time ranged in market price near or above par. Their price to-day is 104 $\frac{1}{4}$ .

### The Western Pacific Six Per Cent. Gold Bonds

amount to \$2,735,000. This road is now consolidated with the CENTRAL PACIFIC, and the payment of its bonds, principal and interest, is assumed by the latter. As they have recently been introduced on the Stock Exchange, we expect to see them rapidly rise to the price of CENTRAL PACIFICs, being substantially the same in character and value. Coupon Bonds, \$1,000 each. Their market price to-day is 94 $\frac{3}{4}$ @95.

We buy and sell, as usual, Government Bonds, receive deposits, on which we allow interest, make collections, and conduct a general banking business in all its branches.

FISK & HATCH.

A company has been formed in New Jersey to build a railroad from some point on the Camden and Atlantic road, at or near Haddonfield, to Fellowship, in Burlington county. They have prepared a bill, which is now before the Legislature, asking for authority to construct said road. The capital is \$400,000, with power to increase it to \$600,000. The bill names as incorporators, Charles Collins, Wm. R. Lippincott, Emmor Roberts, Joseph H. Cole, Joseph Evans, Joseph Lippincott, Geo. B. Borton.

The receipts of the Dorchester and Delaware Railroad for the past year were \$22,791 89, the operating expenses \$15,616 64, and the net earnings \$7,175 25.

## The Indiana and Illinois Central Railway Co.

Offers for sale its FIRST MORTGAGE 7 PER CENT. GOLD BONDS, 30 years to run, with ample Sinking Fund.

The Road runs due EAST and WEST from INDIANAPOLIS to DECATUR, 152 miles, through the richest settled country of the West. It crosses the BLOCK COAL FIELD of Indiana at its best point, and it cannot fail to have a LARGE LOCAL AND THROUGH BUSINESS, as it makes a great saving of distance and has low grades.

It is building for cash, by responsible stockholders, and is BONDED FOR MUCH LESS THAN ITS COST. Eighty five miles will be done and in profitable operation this Spring, the residue within the year. There is no better bond on the market. For pamphlets and information apply to

**Walker, Andrews & Co.**  
No. 14 WALL-ST.

### Redemption of U. S. Bonds.

The Secretary of the Treasury issued his call on the 1st inst. for fifty millions of bonds, in accordance with law and his agreement with the syndicate, giving notice that principal and accrued interest of the coupon 5 20 six per cent U. S. bonds will be paid and interest cease on the 1st day of June, 1873:

That is to say, coupon bonds known as the second and third series, act of February 25, 1862, dated May 1, 1862, as follows: Coupon bonds, second series—\$50, Nos. 10,776 to 27,798; \$100, Nos. 25,936 to 66,646; \$500, Nos. 16,180 to 41,373; \$1000, Nos. 27,444 to 71,259. Third series—\$50, Nos. 1 to 1,200; \$100, Nos. 1 to 4,752; \$500, Nos. 1 to 3,000; \$1,000, Nos. 1 to 5,733. Total, \$45,000,000.

Also, registered bonds—\$50, Nos. 841 to 1,233; \$100, Nos. 5,992 to 8,803; \$500, Nos. 2,957, to 5,360; \$1,000, Nos. 13,151 to 20,680; \$5,000, Nos. 4,103 to 6,402; \$15,000, Nos. 4,775 to 7,090; total, \$5,000,000. Totals, \$50,000,000.

Of amount outstanding, embraced in numbers as above, \$45,000,000 are coupon bonds and \$5,000,000 are registered bonds. Coupon bonds of the act of February 25, 1862, were issued in four distinct series.

Bonds of first series, all of which have been previously called for redemption, are printed in green tint and have no designation of series upon them.

Bonds of the second series (embracing balance of the series) are printed in yellow tint with blue numbering, and have the words "Second Series" on the bonds and on each coupon.

Bonds of the third series are printed in black with blue numbering, and have the words "Third Series" on the bonds, and "Third" on the bonds or on each coupon, or both.

Bonds of the fourth series are printed in black with red numbering, and have the words "Fourth series" or "Fourth" on them.

United States securities forwarded for redemption should be addressed to the Loan Division, Secretary's office, and all registered bonds should be assigned to the Secretary of the Treasury for redemption.

The Fenelon Falls Railway Company have applied to the Ontario Legislature to have their name changed to that of the Victoria Railway Company; to have power to build branches to Whitby and Oshawa, and to issue bonds to the extent of \$12,000 per mile.

## Commerce of New York.

The foreign imports at New York for the month of January, 1872 and 1873, are officially stated as follows:

	1872.	1873.
Entered for consumpt'n.	\$17,940,512	\$17,270,231
Do. for warehousing....	14,904,602	10,956,219
Free goods.....	2,729,060	9,463,302
Specie and bullion.....	105,322	113,939

Total entered at port...	\$35,679,496	\$37,803,691
Withdrawn fr. wareh'use	12,399,012	9,567,918

The foreign imports at New York for seven months ending January 31, were:

	1872.	1873.
Entered for consumpt'n.	\$121,583,698	\$105,479,005
Do. for warehousing....	79,627,649	76,792,258
Free goods.....	15,784,547	49,931,909
Specie and bullion.....	1,711,878	4,930,569

Total entered at port...	\$218,707,772	\$237,129,741
Withdrawn fr. wareh'ose	74,862,053	99,598,533

The duties received at New York for seven months from July 1, were:

	1872.	1873.
Six months.....	\$74,078,181 75	\$64,393,092 93
In Jan. ....	13,317,086 82	10,763,626 44

Seven months .... \$87,395,268 57 \$75,156,719 37

The exports from New York to foreign ports in the month of January, were:

	1872.	1873.
Domestic produce.....	\$18,179,488	\$19,379,497
Foreign free goods.....	86,642	242,121
Do. dutiable.....	684,874	428,932
Specie and bullion.....	1,540,362	7,127,989

Total exports.....	\$20,491,366	\$27,178,539
Do. exclusive of specie.	18,951,004	20,050,550

The exports from New York to foreign ports for seven months ending January 31, were:

	1872.	1873.
Domestic produce.....	\$133,467,152	\$144,412,876
Foreign free goods.....	686,805	1,161,044
Do. dutiable.....	4,401,337	4,877,444
Specie and bullion.....	23,851,286	41,972,132

Total exports.....	\$162,406,580	\$192,423,496
Do. exclusive of specie.	138,555,294	150,451,364

## Journal of Railroad Law.

RAILROAD COMPANIES—SHIPPER MUST HAVE ACTUAL KNOWLEDGE OF CONDITIONS ATTACHED TO SPECIAL RATES.

The recent case of *The Baltimore and Ohio Railroad Company vs. Brady*, (32 Maryland, 333,) was an action brought by Brady vs. the Baltimore and Ohio Railroad Company, to recover damages for the loss and injury to certain cattle, received by the appellant at Brady's Mills to be transported over its road to Baltimore. A number of the cattle were killed on the route and others were injured.

The appellant offered in evidence a printed tariff of special rates, under which it assumed no responsibility for loss, damage, or delay to stock. This tariff contained the condition that the rates therein specified were to be charged only when the owner of the stock, or the party in charge of them, executed to the company a release of all liability for risks or damage to his stock or person. When no such release was executed, the charge would be made at local first class rates of the general tariff. The appellee was charged for the transportation of his cattle under the tariff of special rates, but executed no release.

The following is the opinion of the court delivered by—

BRENT, J.—There is no doubt that a common carrier, by an express contract with his employer, may limit his ordinary responsibilities. Where indemnity from loss is claimed by virtue of such a contract, the burden of proof to establish it is upon the carrier.

In this case, a special contract was attempted to be set up, by showing that the appellee paid for the transportation of his stock at a tariff of charges under which, by the printed table, the company assumed no responsibility for loss, damage or delay of stock. This alone was not sufficient. It was necessary to show that the owner of the cattle had notice or actual knowledge of these terms at the time or before the delivery of the stock by him to the company, to be transported, and that they were assented to on his part. 2 Redfield on Railways 80. This was the only question in the case. It was one of fact for the jury upon all the evidence, and was properly submitted to them.

There was no written contract offered which the court was called upon to construe, and although the appellee may have paid special rates, it does not follow, as a conclusion of law, that he had notice of the terms upon which they were charged or that he assented to the same. The weight of testimony is against any such conclusion. The evidence offered by the company shows that really no contract was entered into by the appellee to limit their responsibility as a common carrier. Where the special rates were accepted, releases were to be given. In this case, no release was given by the owner of the cattle, and according to the company's own terms, a contract was never consummated between the parties. Their own evidence also rebuts the presumption of any contract growing out of the charge of the special rates. The cattle were placed on the cars at Brady's Mills, and charges made for their transportation were fixed at the company's office in Baltimore city, after the accident and loss occurred, upon which this action is founded.

In looking at the whole case, the appellant has nothing to complain of in the instructions and prayers which were granted by the court below. The prayers of the appellee, which were granted, properly state the law of the case. And in the fourth prayer of the appellant the case is most favorably submitted to the jury upon the law, and the whole question of the existence of any special contract left to be passed upon by them on the whole evidence in the case.

Seeing no error in the rulings of the court below, the judgment will be affirmed.

Judgment affirmed.

☞ The Boston and Providence Railroad and the Stoughton branch road were consolidated on the 4th inst., and the initiatory steps were taken towards the purchase by the Boston and Providence, of the Providence, Warren and Bristol road. The Providence and Boston Company will soon have a line of railroad between Fall River and Providence.

☞ The Worcester and Nashua Railroad Company have made a contract with the Portland, Me., rolling mills for 2000 tons of iron rail, to be laid on the Rochester and Nashua line, now under construction.

## The Gilbert Elevated Railroad.

The Gilbert Elevated Railroad, the charter for which has passed at Albany, is to include a main line on the eastern side of the city, passing from the Bowling Green eastward through Beaver street to its junction with Pearl street, crossing Wall street at the head of Hanover Square, and thence running through Pearl street to the Bowery, Second avenue and the Harlem river. We are assured that the company have negotiated \$5,500,000 of their first mortgage bonds in London, at nearly par, and that the entire capital stock has been taken by prominent capitalists in this city. The contracts for ten miles of the road have been taken by three large iron manufacturing firms, who propose to complete their part of the work during the present year. At present the company feel assured that the iron for the first section of the road, say five miles, will be ready for use during next September, and the remainder of the first ten miles during December of this year. The engineers estimate that the road can be built at the rate of a fifth or a quarter of a mile per day, including the placing of station platforms and stairways. It is proposed to make stations at short intervals in the lower part of the city, on both the east and west sides of Broadway, to accommodate merchants. The first section constructed will be from the corner of West Broadway and Chambers street to the High Bridge and Harlem river. That route will be, when completed, from the Bowling Green, the grand depot, to the junction of West Broadway and Chambers street, thence through West Broadway and South Fifth avenue to Fourth street, where a station will be provided for passengers coming by the crosstown surface road. Thence through Fourth street to Sixth avenue, where another station will be made; up Sixth avenue to Fifty-third street, taking passengers to and from Central Park; through Fifty-third street to Ninth avenue, and then on a long stretch to 110th street. From that point the road will curve back to Eighth avenue, and then follow the high ground to High Bridge. Crossing Harlem River, it will connect by a station with all of the Hudson River Railroad trains.

During 1874 the eastern line will be commenced through Beaver street, passing the Cotton Exchange, Maritime Exchange, office of the *Journal of Commerce*, Importers' and Grocers' Board of Trade, Seamen's Bank for Savings and several principal printing houses along Pearl street and Franklin Square, passing the Harper building to the Bowery, and along that thoroughfare to Houston street. At the last point it branches to Second avenue, and follows that path to and across Harlem River, and along the north shore of the river to High Bridge.

The plan of construction seems to meet with general approval. Iron columns, combining strength with beauty, will rise from firm foundations laid just inside of the curbstones on each side of the street. On the tops of the columns will rest the beams or stretchers, binding the columns and making a floor for the tracks, which will be laid over the middle of the street. The bottom of the tracks will be twenty-five feet above the street surface. Then, from the junction of the floor with the tops of the columns an arch of iron will sweep above the tops of the cars, and on the crown of the arch there is to be a fret work of iron to support the telegraph wires. The arch serves, also, to support the hanging frames or lattice girders of the tracks, averting the dangers of spreading of the rails and of too much lateral vibration. The pillars will be placed fifty feet apart. The plan, if carried out, will not darken the streets or offices on the line; the engines will consume their own smoke, and the cars are to be heated and lighted with gas.—*Journal of Commerce*.

☞ Already more than half the stock in the New Bedford Railroad Company, to which the stockholders of the New Bedford and Taunton Railroad are entitled, has been subscribed,



**Labor Saving Machinery.**

At the recent meeting of the American Pig Iron Manufacturers' Association, in this city, the President, Mr. A. B. Stone, said:

The smelting of iron ores is one of the most important industries of the nation, second only to agriculture, which is greatly indebted to the iron master for the primary material of the cheap labor-saving agricultural implements that have enabled our farmers to make so many and varied improvements in the cultivation of the soil. Twenty-five years ago the planting of corn was performed by the slow operation of counting a certain number of seeds, which were dropped into the ground from the hand, and when the plant grew up it had to be cultivated by the tedious, back-breaking labor of hoeing. This has all been changed. Corn is now planted by the seed drill, and brought to maturity by the aid of the cultivator. A quarter of a century ago, grain was cut by the hand cradle, and grass by the scythe; now the reaper has replaced the cradle, and the mower the scythe. It is obvious that this progress is due, in a great measure to the iron master, whose persistent labors have cheapened the metals of which labor-saving machines are made, and who has imparted an impulse to agriculture by employing a vast army of workmen in the mining of coal and ores, and the conversion of the latter into metals, thus creating an active, permanent home demand for the products of the soil.

**The Union Railroad—The Tunnel Nearly Completed.**

The Union Railroad tunnel, 3,410 feet long, 26 feet wide, from facade to facade, beginning at the east side of Bond street and running west, under the bed of Hoffman street, to the west side of Greenmount avenue, is upon the verge of completion. There remains to be finished but 200 feet, 100 of which is immediately east of Hartford avenue, and 100 at Eden street, and by the first of May this will be done, thus completing the whole tunnel. The tunnel was begun January 1st, 1871. The greatest depth of cutting was 66 feet; 460 feet were loosed—that is excavated by regular tunnelling work; the rest was open cut, with arch built in, and material replaced. The western half of the tunnel is built on rock foundation, which required considerable rock blasting. It is known that the Union Railroad will run from the east portal of the Baltimore and Potomac tunnel, and end at tide-water at Canton, where extensive wharves will be built. It connects with the Philadelphia, Wilmington and Baltimore, Northern Central, Baltimore and Potomac, Western Maryland, and Maryland Central Railroads. By the construction of the Union Railroad freight will be carried by all these roads to tide-water, at Canton, without breaking bulk. The effect of this and other enterprises which must follow, upon the business and activity of the eastern section of the city and the adjacent country, as well as the whole city, will soon begin to be shown as the different parts of the work comprehended in the general scheme arrive at completion.—*Balt. Sun.*

A bill regulating passenger and freight charges by railroads in Indiana has passed both houses of the Legislature of that State. Passenger fares are fixed at three cents a mile; for local freights within distances of twenty miles, not more than 100 per cent in excess of through freight rates shall be charged; within distances of fifty miles, not more than seventy-five per cent, and for greater distances not more than fifty per cent.

The total exports of iron rails from Great Britain for the month of January were 50,233 tons, of which 27,838 tons were to this country, against a total in corresponding month last year of 59,848 tons, when the amount sent to the United States was 35,299 tons.

**Notice to Contractors.**

ENGINEER'S OFFICE  
ATLANTIC AND LAKE ERIE RAILWAY,  
New Lexington, Perry County, O.

**SEALED PROPOSALS WILL BE RECEIVED** at this office until noon of the 12TH DAY OF MARCH, 1873, for the completion of the graduation and masonry of sections 3, 4, 5, 6, 7, 8 and 9 (about nine miles) Mineral Division, south of New Lexington, Perry county. There are two tunnels, of total length 1,330 feet, some heavy rock excavations and other work worthy the attention of experienced contractors.

Profiles and specifications will be ready for inspection on Saturday, the 8th day of March.

ROBERT MACLEOD,  
Chief Engineer.

## SPENCERIAN Double Elastic STEEL PENS.

These celebrated Pens are increasing very rapidly in sale owing to their unexcelled manufacture. They are of superior English make, and are famous for their elasticity, durability, and evenness of point. For sale everywhere. For the convenience of those who may wish to try them, we will send a Sample Card, containing all of the 16 numbers, by mail on receipt of 25 cents.

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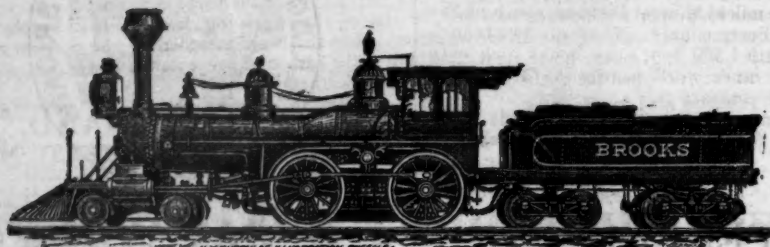
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Steamers leave 10th 20th and 30th each month, except when those days fall on Sunday, then the day previous.

March 10, 1873—Steamer OCEAN QUEEN, Capt. SEABURY, will leave Pier No. 42, North River, at 12 o'clock noon for Aspinwall direct, connecting at Panama with steamer MOHONGO, Capt. Connelly, touching at Acapulco, Manzanillo Mazatlan and San Diego, and also connecting for all Central American and South Pacific ports. Departures of 16th and 20th each month connect with the Company's steamer, touching at San Benito, Teuata, Salina Cruz and Port Angel.

Steamer ALASKA will leave San Francisco, April 1, 1873, for Japan and China.

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The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

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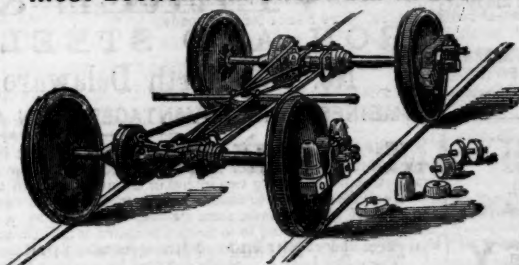
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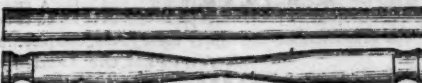
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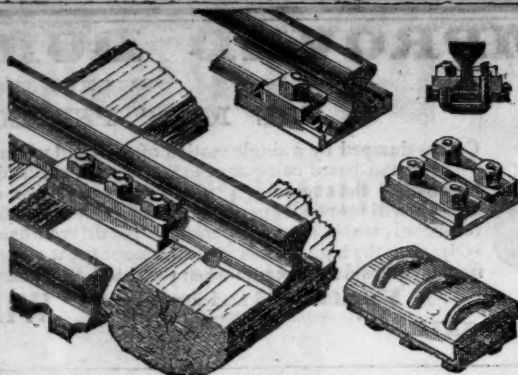
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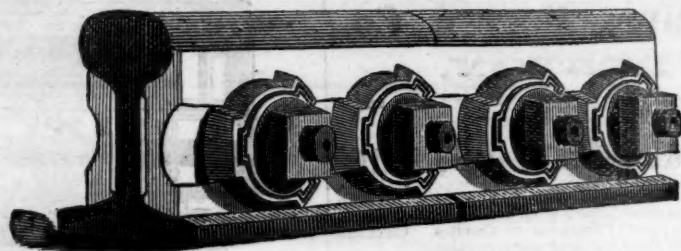
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

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